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THE SPHERE

Vol. CXLVII No. 1917 WITH WHICH IS INCORPORATED THE GRAPHIC OCT. 17 1936

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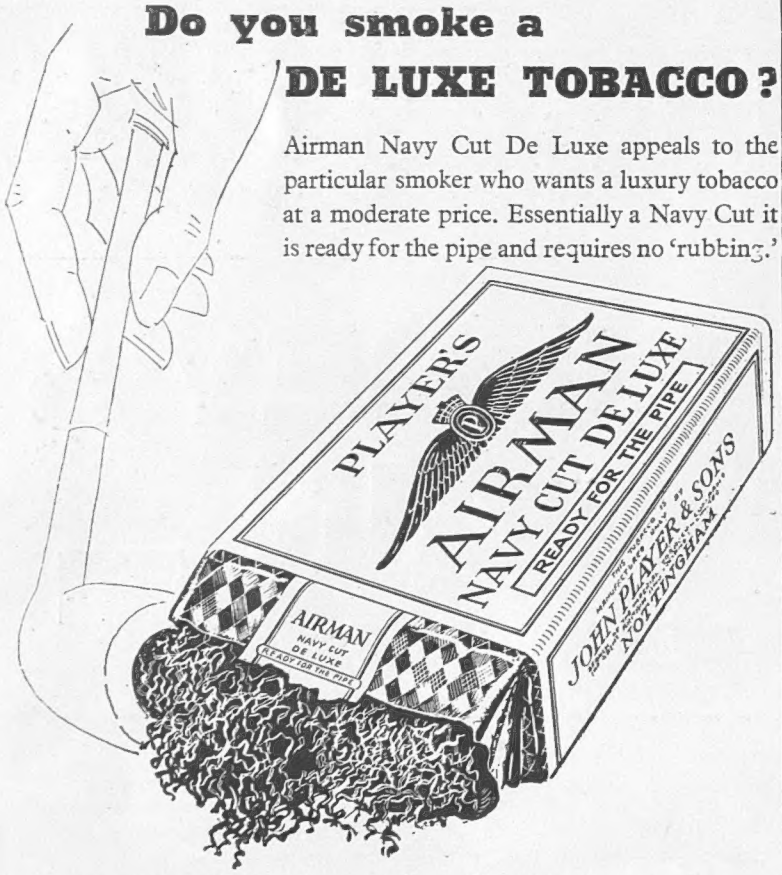

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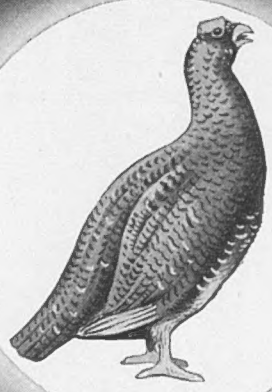

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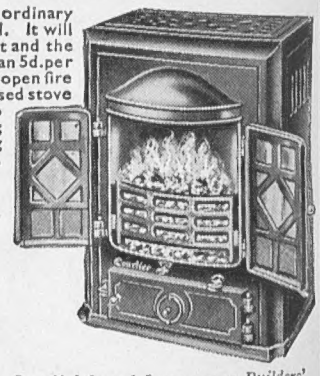

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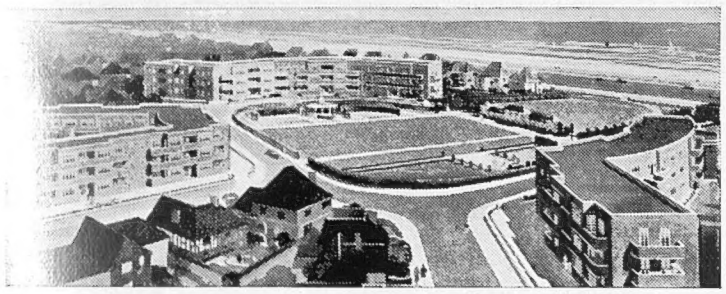

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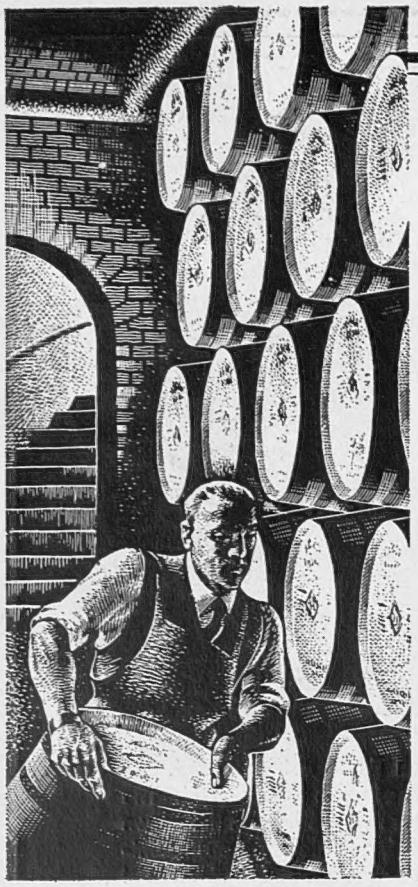

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ever increasing volume of petty restrictions on motorists and petty makeshifts on the road, I fail not to see their point of view. I am with them in principle. The traffic problem has been handled from the start half-heartedly and from the wrong end. If every penny which has been spent by a succession of Transport Ministers on propaganda and yellow balls, and white lines, and red lights, had been put into building rational roads, subways, and under-and-over cross-roads, the traffic problem to-day had been half solved, and there would be still many millions of pounds in hand. I realise like everybody else who has thought about the problem, that no Transport Minister yet has ever had the gumption or else the freedom to attack the problem long sightedly and from the right end. We have patched and picked and compromised. We encourage the motor trade to increase its output and put every possible petty restriction on the car user. We treat the motorist as a potential criminal and do nothing at all to modify the dangers of his tools. The point is: we are far gone in compromise. The road casualties are a national ulcer which must be reduced. While we continue to play at patchwork, while we still hesitate to tackle the problem seriously and from the right end, the motorist must be abandoned to his fate (the constant use of edged tools which could and should be made quite safe) and (until they are rendered harmless) he must be fettered by restrictions and severely punished if he infringe them. My sympathies are with motorists as a class. They are the victims of vacillating Government, and have been so since the days when a red flag, carried by a man on foot, preceded the first horseless carriages. We cannot peg down speed. We do not try to peg it down on railways or in the air. We peg it down on the roads because the roads are antiquated. Meanwhile, no civilised man can endure the slaughter on the roads, and any injustice to a class is justified if it may abate that horror. But it is a weak compromise.

PEERS ARE PROFESSIONALS.

—I am indebted to "X.Y.Z." (writing to the *Sunday Times*) for an interesting investigation into the occupations of the 848 peers (including Scottish and Irish and Lords Spiritual). Of this number many are minors, though it is not stated how many. Yet "X.Y.Z." finds professions for 606 of them, a very surprisingly high total. Professional soldiers (not including auxiliary forces) easily head the list of professions with 190. There are ninety politicians (ex-M.Ps, Cabinet or ex-Cabinet Ministers, etc.), eighty engaged in serious local government work; sixty-seven in trade and industry; thirty-seven lawyers; thirty-two Colonial officials; twenty-four sailors (excluding reserves); twenty-three financiers; eighteen diplomats; thirteen civil servants; and thirty-two who are writers, actors, airmen, newspaper-men, parsons, doctors, or scientists. The Upper House, it has never been denied, possesses the best brains and widest experience of any body in this country. I did not before realise how general were professional qualifications of one kind or another throughout the ranks. Allowing for minors and those debarred by bodily or mental disability, the percentage of professional workers among the peers must be ninety or more. It gives one a new notion of a backwoodsman. He is so busy in his profession that he cannot find time to attend at Westminster.

LORD METHUEN'S PAINTINGS.

—In the last ("miscellaneous") category comes Lord Methuen, son of the famous Field-Marshal. He has a show of pictures at the Leicester Galleries which gave me pleasure. I have as much qualification to judge a painting as I have to judge a horse or sheep or fellow man—and that is very, very little. Lord Methuen was always leaning towards art from childhood, though a spell of soldiering, (perforce) and science—I think he held a scientific post for some years in South Africa—interrupted a study of art begun in Oxford days under Sir Charles Holmes. His work is getting quite well known in London and Paris and Canada and he is a disciple of Sickert. I say (in my untutored way) that he is strikingly successful in his landscapes in producing effects of light. His "Rochester" and "Roundway Down" are charming and extremely effective. He has also some delicious studies of streets in Bath. But he is interesting also in his portraits, which are lively and original, of which his "Miss Dina Savelli" is outstanding and his "Miss Freya Stark" arresting. In the same gallery is an exhibition of country houses by various hands. They call for no art criticism from me. Some are well and some, I suspect, indifferently painted. Some are romantic and some architectural. But in the mass they provide a delightful pageant of Old England and the great days just at the season when one likes to see them. The grace and dignity in which our ancestors lived and with which our architects and craftsmen planned and wrought are made manifest. Their descendants find the business harder to accomplish even where the setting is handed down to them unspoiled.

POSITIVELY THE LAST.

—Lord Crewe is negotiating the sale of Crewe House and this surely is positively the last of the great London private palaces to go. At least the last of the non-Royal palaces, at least the last of the Mayfair and Belgravian palaces. Holland House, of course, remains, and one or two more on Campden Hill and in "the wilds of Kensington." Crewe House is exactly 200 years old and still looks secluded and delicious. It was built by the Shepherd who built Shepherd Market for his own occupation. Then the Curzons lived in it, and in 1899, when it went by the name of Wharncliffe House, Lord Crewe bought it for the then big figure of £90,000. Lord Crewe largely added to it and pulled down the stabling. It has a fair sized garden still and Lord Crewe is not to go without a garden in his contemplated substitute. For he is in treaty for two large houses in King's Road, Chelsea, Lady Colefax's Argyll House and Mrs. Somerset Maugham's No. 213 next door. These two will be amalgamated and Argyll House will provide a beautiful and still large and secluded garden. That of Crewe House is very much overlooked now and has been little used as such. But every Londoner will regret the passing of the long, low, un-Londony, friendly house.

BOND STREET TRAFFIC.

—It has long been obvious that the traffic jam in Bond Street must be tackled resolutely. The Ministry decided to solve the problem by banning the parking of cars by the pavements. The shopkeepers naturally object to this, seeing in the ban a great loss of custom from those wealthy folk who have lost the use of their legs from natural causes or neglect. The shopkeepers of this paradise for luxury buyers believe that their best clients will shop elsewhere, in lower grade centres not restricted in this way. So their association is now circularising them with a proposal to put as an alternative before Mr. Hore-Belisha that Bond and Berkeley Streets should become one-way traffic routes in either direction, that cars should then be allowed to wait in Bond Street for a period of 15 minutes maximum and that the only cross-traffic points should be Brook, Bruton, and Conduit Streets. All interested thrashed the matter out at the Aeolian Hall yesterday.

RONALD SQUIRE DRAWS THE LINE.

—In a letter expressing righteous indignation and addressed (as such letters are) to "The Thunderer," Ronald Squire described his horror when, as he began, in his favourite restaurant, to enjoy his Wiener schnitzel, two men at the next table lit pipes. He complained of course to the management, and the management promised to see to it in future. Then Mr. Squire added: "What, sir, is one to think of an Englishman's manners to-day?" A very proper note on which to end. Unfortunately Mr. Squire was carried a sentence further. "I like a cigar or cigarette after a meal as well as any one. But surely we should draw the line at pipes." Alas! that sentence is controversial. Mr. Squire did not suggest that pipes were unsuitable in a restaurant where evening clothes and so forth are worn. He suggested that he personally disliked the smell of a pipe when he was eating, but would not scruple to light a cigar if he finished his dinner before I at the next table finished mine. And, if he did so, I should—well, write to *The Times* about it. A pipe, yes. A cigar during dinner . . . beastly!

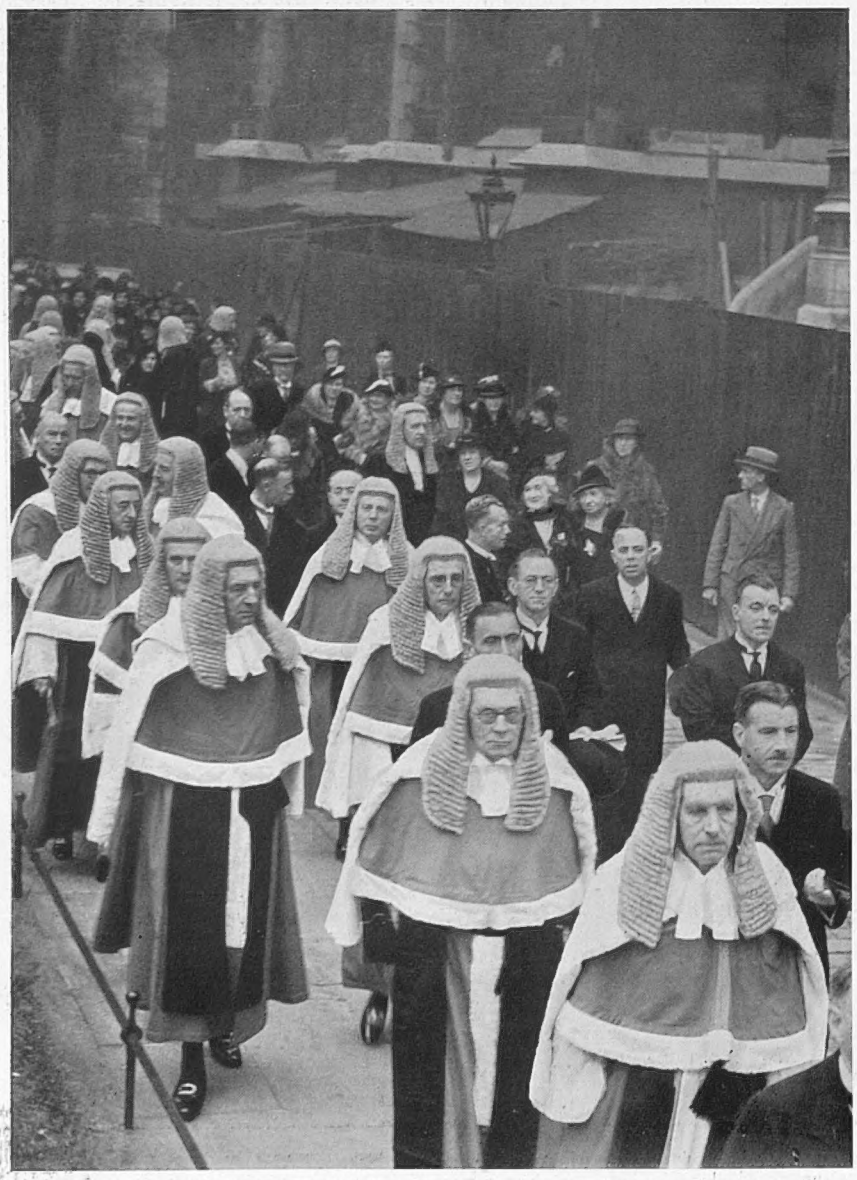
THE OLD STAGER

PEARLIES ON PARADE: The Reverend A. W. Barker, Vicar of St. Mary Magdalene, Old Kent Road, leading the costermongers into church for last Sunday's Harvest Festival Service for Licensed Victuallers and other traders. A giant pumpkin, grapes, and bananas figured among the offerings brought by the Pearly King and his entourage

HEADLINED NEWS: A

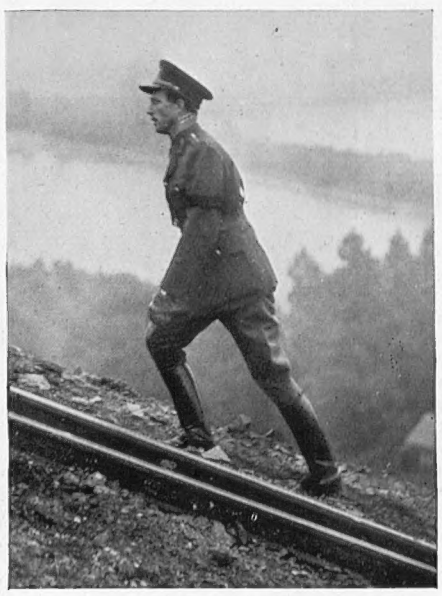
GERMANY HONOURS HUNGARY'S LATE PREMIER: The coffin bearing the body of General Gömbös, who had died in a local nursing home, being taken with full military honours through the streets of Munich prior to the lying-in-state in the palace of the former Bavarian kings, and the subsequent transference of the remains to Budapest. Chancellor Hitler, who came by air from Berlin, and other notabilities of the Reich took part in the ceremonial, and the whole processional route was thronged

AN AERIAL ORDEAL OVER: Mr. C. W. A. Scott (second from left) in conversatio with airport officials after landing at Johannesburg in his Percival Vega Gull an gaining first prize in the £10,000 Rand Air Race. He and his co-pilot, Mr. Gile Guthrie, covered the 6,150 miles from Portsmouth in 52 hrs. 56 mins., an although they could have easily flown on to the Cape and captured Mrs. Mollison' record they decided not to do so. None of the other nine entrants finishe



THE END OF THE LONG VACATION: The procession of judges leaving Westminster Abbey after attending the special service which is always held before the start of the Michaelmas Law Sittings. Afterwards, in accordance with time-honoured custom, they processed through the Central Hall of the Law Courts, headed by Lord Hewart

THE FLIGHT THAT FAILED: The Swedish Atlantic airman, Kurt Bjorkvall (left), taki a trip in an Irish jaunting car after coming ashore at Valencia Island, Co. Ker from the French trawler *Imbrin*, which picked him up from his sinking pla sixty miles off the Irish coast. He was trying to make a 4,000 miles non-st flight from New York to Stockholm, but was forced down in the sea by a blindi snowstorm. Baroness Eva von Blixen-Finecke was to have been his passeng but at the last moment he refused to take her as the machine was overloa



KING LEOPOLD OF THE BELGIANS walking along the summit of a mine dump when following the army manœuvres at Micheroux in the Liége coal-mining district

TRAGIC HOME-COMING: The tw polar research ship, *Pour* soil. Later they were entra took place in the presence

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A Sphere Survey

TETE-A-TÊTE: King Boris of Bulgaria in conversation with Archbishop Maxime after the thanksgiving service held at Sofia in celebration of Independence Day and of the anniversary of His Majesty's accession to the throne. On the right is Queen Giovanna, daughter of King Victor Emmanuel, who married King Boris in 1930. They have one child—a girl

THE ARCHDUKE EUGENE, senior representative of the house of Habsburg in Austria, talking with Major Fey during the recent celebrations in Vienna on the 240th anniversary of the famous Deutschmeister Regiment. Major Fey is immensely popular in Vienna and last week when his rival, Prince Starhemberg, dismissed him from the leadership of the city's Heimwehr, the long drawn out personal struggle between them reached its climax and it occasioned no great surprise when the Major challenged the Prince to a duel. On the left of this picture is Archduchess Adelaide, sister of Archduke Otto, the young pretender

SEPOYS EMPLANING AT CHITRAL, on the North-West Frontier, when the garrison of this outpost was for the first time in its history relieved by air. The correspondent of "The Sphere" who took this picture writes as follows: Up to the present year the relief has been invariably carried out by marching columns, and it has taken them six weeks or more to reach the plains of India. The road lies through the independent territory of the Nawab of Dir, on whose good will the Government of India is largely dependent for an unopposed passage. This year it was decided to send a small party of the relieving battalion by air, the aeroplanes bringing back a similar party of the outgoing garrison. The men started from the aerodrome just outside Rawalpindi, the largest garrison town in India, and were carried in two Vickers-Victoria machines, each holding about twenty people. The aeroplanes left at half-past six in the morning on their flight of nearly 200 miles, during which they had to climb to 12,000 ft. The sepoys, whose first experience of air travel this was, were delighted. Only two of them suffered from air sickness

BUYING MAD! Vast crowds, typical of those which have been "raiding" all the great department stores throughout Paris, eager to make purchases for fear the cost of living would rise as a result of devaluation

GAS AS A WEAPON OF OFFENCE: Two pictures taken at the Army Chemical Warfare Service School at Edgewood Arsenal, Maryland, where officers of the United States Army, Navy, and Marine Corps are put through an extended course of training. *Left*—Students wearing respirators as they open up the r portable chemical cylinders and release the gas, taking advantage of the wind to drift it towards the "enemy" lines. *Right*—Placing a sixty pound gas-filled shell in a Livens projector before firing it by electricity, the switch being located some distance away. For the purposes of experiment dangerous chemicals are, of course, not employed

EIGHTEENTH-CENTURY CHARM: Crewe House, Curzon Street, the magnificent London residence of the Marquess and Marchioness of Crewe which may shortly be demolished and the site prepared for the erection of a block of luxury flats. It is a long low mansion standing back from the road, and was erected in about 1735 by Edward Shepherd, who also built the Shepherd Market

THE YELLOW DRAWING ROOM, scene of many a brilliant entertainment in days gone by. The three pictures on the wall are by Sir Joshua Reynolds. In the centre is Mrs. Crewe, wife of John Crewe who became 1st Lord Crewe, and flanking it are portraits of Miss Frances Crewe and Master Crewe (later 2nd Lord Crewe) in Tudor costume. *Below*—The garden of Crewe House

Crewe House, which has the appearance of a country rather than a town residence and is set in an unusually big garden for Mayfair, has had an interesting history and lovers of London will surely breathe a sigh of regret at its passing. In its early days it was known as Wharncliffe House and was the home of the Stuart-Wortley family. The famous Lady Mary Wortley Montagu lived there, as did her great-grandson, the Lord Wharncliffe who edited her works. Towards the end of the last century, the place was occupied by Sir Nathaniel Curzon, but in 1899 was sold to Lord Crewe for £90,000. During the war it was used by Lord Northcliffe as the headquarters of his anti-German propaganda organisation, and in 1924 it was rented at £2,000 a year by the eminent American Ambassador, Mr. Frank B. Kellogg, who used it as his official residence

CREWE HOUSE MAY GO

Another Famous London Mansion in the Market

AMERICA'S GAMBLING BILL

A Land Whose People Spend Billions of Dollars a Year on Games of Chance

By NELSON SPRINGER

MONEY involved in gambling in the United States in 1935 reached a total of 6 billion 600 million dollars, a sum 50 per cent. or more in excess of the annual national revenues prior to the New Deal, according to the estimate of experts. This is a fairly large sum of money. In fact, it might be called a bonanza. Yet it represents only part of the picture.

It does not, for example, take into account any of the speculation on the country's numerous securities and commodities exchanges; private gambling in clubs and homes at contract bridge, a game that has fascinated Americans as no other game ever has; the stud poker which is still popular with countless newspaper men; or the impromptu crap games in back streets or along the water-fronts.

In a word, gambling in the United States has become a major industry. For surely any industry whose business runs into the billions is entitled to be called "major." You can't laugh off a sum six or seven times as great as the fortune of Henry Ford.

A large part of this vast hoard comes from the coffers of what the politicians eagerly call "the common pee-pul," servants, clerks, truck-drivers, factory workers, stenographers, office boys, and a great army of children. In this connection, one of the most common forms of gambling is represented by the slot machine.

As a matter of fact, playing the slot machines is not really "gambling," because the player has no chance to win. They are purely mechanical devices arranged so that the only thing the player can do is to lose. On rare occasions a player may put one 5 cent piece into a machine and win as much as 5 dollars, so that for the moment he is ahead. But day-to-day playing takes his money, coat, shirt, and trousers away from him. The slot machine may be set down as one of the most vicious forms of gambling, and as one of the most popular.

In the State of Florida, where anything is possible, these machines are legal. Recently, in Miami, a drunken man was observed putting one 5-cent piece after another into a park-o-meter, a device for collecting fees for the privilege of parking a motor car on the street. To the officer who arrested him the drunk complained: "I have already put 12 dollars in that ——— machine, and it hasn't paid off once!"

The negroes are perhaps the biggest gamblers. I have known negroes, and I have known many of them well, who could not live happily without gambling. They "sholy does love to roll them bones."

With all of its ramifications and with its huge intake, not even horse-racing equals in financial volume the other kinds of gambling in which negroes and whites are known to indulge and which can be estimated with some degree of accuracy. I am referring now not to the casual crap games, in which the players carry razors "for social purposes," but to the "policy" or "number" games. It is in these games that betting begins with 1 cent, and not all the wit of the United States Government nor of the bankers and financiers of the country has been able to stop it.

Let us say, for example, that a man comes to you, and offers you a chance to guess the first, third, and fifth numbers in the Federal Reserve statement for the next day as it will be published in the newspapers. You can have as many guesses as you want, at one cent a guess. If you win you win, you clean up.

The great appeal of this game is that there is no chance of crookedness. The men who run the gambling can't control the figures. They are perfectly honest in saying that the game is "strictly on the level." All you have to do is to guess three numbers correctly. And this is the truth, but since the odds are about one to one trillion, it amounts to a shameless swindle.

This game, which anyone with as little as one penny can play, actually grossed more than horse-racing in the United States last year, and horse-racing grossed upwards of 500,000,000 dollars! And 1935 was a depression year.

I have mentioned horse-racing. One of the most important gambles in the United States is represented by the English Derby and Irish Sweepstakes. As far as the gamblers in the United States are concerned there is no complaint about the bona fide English Derby or Irish Sweepstakes. In fact, a great many Americans are voicing the conclusion that if there is any "dirty work at the crossroads" it is done to throw more prize money into the United States to stimulate business. The United States is very well satisfied with its returns from these races, and is deeply impressed by the number of poor people who win big prizes. Its general conviction is that the races are "on the level."

However, you can't have anything strictly honest in the United States. That would be "un-American." An unaccounted-for number of bogus tickets are sold from which there is no possible return. In such ways the total gambling bill of the United States is concealed.

When McLaughlin, with considerable reluctance, accepted the post of New York Police Commissioner, Lewis J. Valentine (the present Police Commissioner) was deputy chief inspector. Possibly because Valentine looks more like a professor than a policeman, uses the voice of a gentleman instead of a bum, McLaughlin leaned heavily upon him. He told him to clean up gambling in New York City. Too honest to be tactful, Valentine went through gambling the way Sherman went through Georgia. The fact that many Tammany Hall clubs were harbouring professional gambling meant only one thing to Valentine. He knew where they were.

Some interesting facts regarding this came out at the Seabury inquiry.

"You aren't a puritan, are you?" Judge Seabury asked Valentine.

"No, sir."

"Gambling as such doesn't shock you, does it?"

"No, sir."

"You didn't embark on a moral crusade to reform the city, did you?"

"No, sir."

"You know for example that there is gambling every night at New York Athletic Club, don't you?"

"Yes, sir."

"You never made any effort to stop that gambling, did you?"

"No, sir."

"Why did you fail to act? Was it because the members of the New York Athletic Club include the wealthiest men in New York?"

"No, sir. It was because the gambling at the New York Athletic Club isn't professional, sir. They may play bridge for a cent a point or for twenty cents a point, but it doesn't mean anything. Whatever they lose they can afford to lose. It is just a diversion, and the money isn't an issue. Moreover, they don't harbour criminals. I went after the places I did because they were refuges for gangsters. One Tammany Hall club that I raided, I raided because a murder was committed there." The dignified quiet, unassuming man was exploding dynamite.

Of course, the chain-letter craze swept the United States, and "bank night" too. The former led to the most wicked abuses in some parts of America, and in one place a clearing house was set up in order to save participants the cost of postage. The organisers decamped with all the money after operating for a month or so. In the "bank night," you attended and registered at your local cinema house. If your name was called and you could reach the stage in five minutes you received several hundred dollars. Very few people ever won.

But the gambling craze isn't over. It has only just started. It grossed almost seven billion dollars last year. What it will do this year and next is an open question.

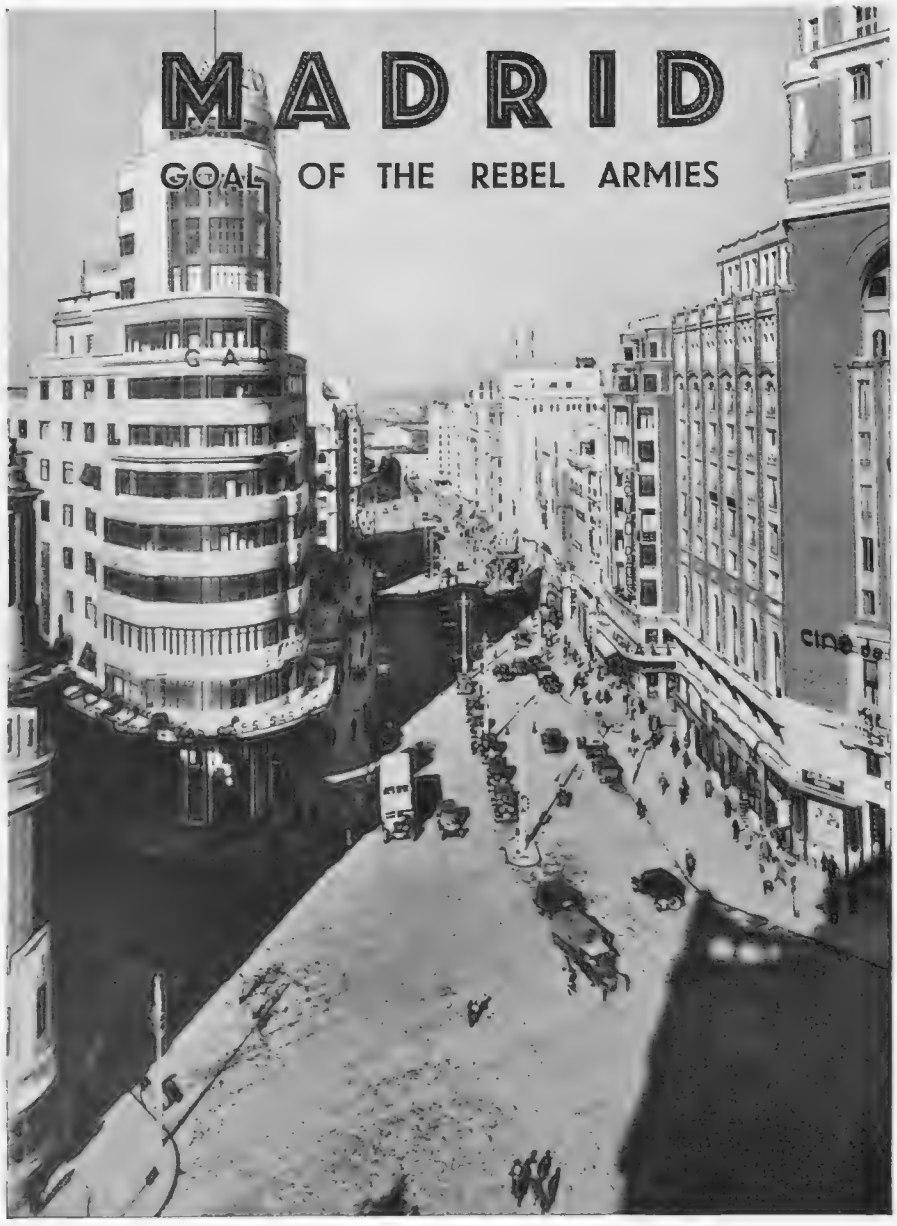
WITH THE BRITISH FORCES IN PALESTINE

PITCHING CAMP AT JERUSALEM: A scene of activity on the south side of the city as men of the Royal Corps of Signals completed the task of erecting tents and unloaded their stores. All Lieut.-General Dill's 10,000 reinforcements have now arrived in the country and taken up their stations. In the rural districts troops are spread out fairly thickly, pickets having been established in commanding positions on hills, and patrols appointed to move constantly along the main roads. Many of the armed Arab bands were already rounded up by the time the Arab strike was called off this week.

WATCHERS OF THE NIGHT: Since the arrival of the reinforcements, Jerusalem has been ringed round with searchlights to prevent Arab bands from operating under cover of the dark. *Left*—A searchlight focussed on the Russian tower which dominates the Mount of Olives and a camp seen in dim outline in the foreground. *Right*—A crew beside their light which they had established on the flat roof of a house on the outskirts of the city

MADRID

GOAL OF THE REBEL ARMIES



STREET SCENE IN MODERN MADRID: Looking down the Avenue de Eduardo Dato, a handsome thoroughfare named after the eminent Spanish statesman who, when Prime Minister in 1917, saved the country from revolution and four years later was assassinated. He was responsible for many measures that improved the conditions of labour

VIEWED FROM ABOVE: An aerial impression of Madrid showing a modern street in foreground and the old palace dominating the background. The latter is an imposing Renaissance building occupying a commanding position on a height that falls away rapidly on the west and north. It was begun for Philip V in 1738 and completed a quarter of a century later under Charles III

With General Mola's successful offensive at Talavera and with the relief of the Alcazar at Toledo, in spite of the last-minute efforts of Prime Minister Caballero to bring about the citadel's fall, the northward road to Madrid lay open to the rebels and last week the inhabitants of the capital realised to the full how desperate was their plight. By the first of these actions the main avenue of meat supply up the Tagus valley was closed, and almost immediately the food shortage became more acute than ever while at the same time the city's sources of water supply were threatened at several points.

"The patience of the people is not encouraged when arrogant militiamen suddenly commandeer food for which others have waited for hours in queues," wrote Vernon Bartlett in a recent despatch. "Butter and eggs disappeared long ago," he said, "and sugar, meat, and milk are scarce."

Even more serious than this, however, has been the bickering between the various parties of the Left who last week were reported to be still at loggerheads and,

On right—GENIUS COMMEMORATED: The giant Cervantes memorial which stands in the Plaza de España and has before it the familiar figures in bronze of Don Quixote and Sancho Panza, riding away in search of chivalric adventure

A BUSY INTERSECTION on the Calle de Alcala, one of the best-known streets. The architecture is inclined to be flamboyant and has little real dignity

although fully appreciative of the danger to Madrid, seemed quite unable to co-operate in the interests of defence. "The younger militiamen," says one correspondent, "appear to think that the war can be won by dashing round the streets in commandeered motor cars."

The Syndicalists and Anarchists have been perhaps the worst offenders as regards discipline, and their refusal to carry out orders from military headquarters without discussing and usually modifying them, has been one of the main reasons for the Government's lack of success in the long-drawn-out fight against a numerically inferior rebel force in the Guadarrama Mountains north of the capital

THE CITY'S NEWEST BULL RING: A glimpse of one of the outer galleries showing the traditional architectural style of the building. It is in the suburb of Las Ventas and cost over £250,000 to build and has seating accommodation for 26,000 or more people

THROBBING HEART OF THE CAPITAL: An aerial view showing, in the left background, the famous Puerta del Sol, a large open space whence nine streets radiate, and, in normal times, the bustling focus of the life and traffic of Madrid. The street in the foreground (left centre) is the Carrera de San Jeronimo, a fashionable shopping thoroughfare and, from the entertainment point of view, the equivalent of Shaftesbury Avenue. Leading away to the right is the Calle de Alcala

THE FIRST AUTOBIOGRAPHY IN THE ENGLISH TONGUE

The Remarkable Discovery of the Book of Margery Kempe

Now Published in a Modern Version for the First Time

REMINISCENCES OF A MEDIEVAL MYSTIC: The frontispiece and title page of *The Book of Margery Kempe*—the first English autobiography—the complete manuscript of which was discovered a short while ago by Colonel W. Butler-Bowdon, and whose modern version of the text has just been issued by Jonathan Cape. Margery was the author of many beautiful thoughts, but her copious weeping was one of the marvels—and nuisances—of her day. "The lachrymal fount was inexhaustible"

ABOUT the year 1501, Wynkyn de Worde, successor to Caxton, printed a little quarto publication of eight pages containing a set of sayings of a contemplative religious character from *The Boke of Margerie Kempe of Lynn*. The learned recognised the beauty of these interpretations of love as being the key to revelation, and one phrase, "Lord, for Thy great pain have mercy on my little pain," was especially remembered. But no one knew whether this book from which the quotations had come existed, and not until 433 years had passed since the publication of the extracts was the book of Margery Kempe rediscovered. It was found in a library of Lieut.-Col. W. Butler-Bowdon, in his Lancashire home, two years ago, in the following manner:—

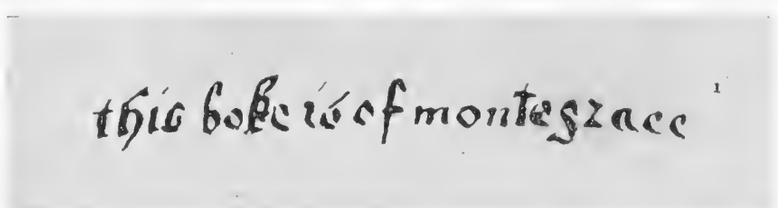
"It may be remembered that we are a Catholic family and I believe that, when the monasteries were being destroyed, the monks sometimes gave valuable books, vestments, etc., to such families in the hope of preserving them. Though there is nothing to prove it, this may have been the case with Margery Kempe's manuscript, and the Carthusians of Mount Grace may have given it to one of my family.

"The manuscript has lain in a bookshelf in the library of Pleasington Old Hall, Lancashire, next to a missal of 1340 in the rite of York, ever since I can remember. We used to look at it occasionally and sometimes visitors read a page or two of it. About two years ago, I took it to Mr. van de Put, the librarian at the Victoria and Albert Museum, who showed it to Miss Hope Emily Allen. She identified it as Margery Kempe's lost autobiography. After the identification of the manuscript I lent it for some months to the British Museum, for the benefit of the experts there."

A modern version of the book has been prepared by Colonel Butler-Bowdon and has been published this week by Jonathan Cape. It reveals itself as one of the most remarkable volumes which have seen the light for many years and every student of English literature must have it on his shelves. It is no less than the first autobiography to be published in the English language. It is strange that the heroine of the volume should come from Norfolk, the same county which had given us the famous Paston letters, hitherto the most intimate narrative of medieval life which was known to historians. Mr. R. W. Chambers, Quain professor of English in University College, London, in his introduction holds that "The discovery of *The Book of Margery Kempe* is of the very greatest importance for the history of English literature. The book is a biography, or autobiography, written when kings of the House of Lancaster were on the throne, and we shall find nothing with which we can compare it, even remotely, till, some four generations later.

"It was Englishmen who first began to write down in their vulgar tongue things which, till then, had been committed to writing only in Latin: so that in the development of English, instead of Latin, as an official language, 'England preceded the nations of Europe by some centuries.' Not only legal documents and sermons and translations, but stirring, if short, stories came to be composed in the English tongue. But the Norman conquest changed all that. In vain had England seemed to be escaping before its time from the Latinized Middle Ages into a new era in which the vernacular would become the literary language of educated people. This was not yet to be, and England was, as it were, dragged forcibly back into the Middle Ages by the muscular arm of William the Conqueror. England, so far from preceding the other European nations in the use of vernacular prose, began to fall behind them, and, compared with countries like France or Iceland, was in a century or two very much behind indeed. Nevertheless, the decline was not instantaneous; it did not happen catastrophically within a year or two of the Battle of Hastings. The only biography which we know to have been written in the English tongue before that of Margery Kempe was a *Life of Wulfstan of Worcester*, the one English bishop who managed to retain his see throughout the Conqueror's reign till his death in the reign of Rufus. Wulfstan's Life was written by his chaplain and chancellor Colman, a generation or more after the Norman Conquest. Yet Latin was rapidly ousting English and it is significant that this Life has come down to us only in a Latin translation; and so it does not deprive *The Book of Margery Kempe* of its claim to be *the first extant biography in the English tongue*."

"The reader should therefore be warned at the outset that poor Margery is to be classed with those hotels which Baedeker describes as 'variously judged:' You must come to her not expecting too much, and prepared for anything. She was variously judged in her own day; it would seem that her townsfolk were divided into two classes: those who regarded her as something of a saint, and those who were sure she was a good deal of a hypocrite. Most modern readers will probably hesitate to put her into either of these classes. Nevertheless, in fifteenth-century Lynn, it must have taxed the patience of even good-natured Christians to have a friend who, when she heard mirth or melody, was visited with full plenteous and abundant tears of high devotion, with great sobbings and sighings after the bliss of heaven, and cries of 'It is full merry in Heaven.' The good burgesses of Lynn knew their neighbour, Margery, chiefly as an unsuccessful brewer and an unsuccessful miller, neither of which callings, with reverence be it spoken, has ever had any particular associations with sanctity. It is impossible not to sympathise with their retort, 'Why speak ye so of the mirth that is in Heaven? Ye know it not, and ye have not been there, no more than we.'"



EX-LIBRIS: A reproduction of a note on the manuscript of the Margery Kempe autobiography, which shows that the work was once in the possession of the Carthusians of Mount Grace. It is possible that it passed from them to Colonel Butler-Bowdon's family at the time of the dissolution of the monasteries when the monks are known to have placed many treasures in the safe keeping of well-known Catholics

Margery Kempe was the daughter of John Burnham a leading citizen of Lynn and later married John Kempe, a burgess of good standing. It was after her first baby that she exhibited the religious characteristics which rendered her subsequent life so difficult. She desired to live chastely with her husband, a suggestion which the worthy burgess did not at first appreciate, but eventually he agreed. Margery was to pay his debts and go on pilgrimage. All during this period she was hearing voices from Heaven, in a manner which cannot fail to recall the peasant girl of Domrémy.

One outward expression of Margery's inward religious emotions was her proneness to "plenteous tears and boisterous sobbings," as Professor Chambers has noted, outbursts which occurred almost daily. These exhibitions evidently got on the nerves of her contemporaries very badly, and it was only the higher clergy who appear to have been patient with her. They generally would fly from her after a time.

"And they that knew her beforetime, and now heard her speaking so much of the bliss of Heaven, said to her:—

"'Why speak ye so of the mirth that is in Heaven? Ye know it not, and ye have not been there, any more than we.' And were wroth with her, for she would not hear nor speak of worldly things as they did, and as she did beforetime."

Margery's first journeyings were in England and it is during an expedition to London that we get a remarkable photographic glimpse of life in the Archbishop's palace at Lambeth.

"Then went this creature forth to London with her husband unto Lambeth, where the Archbishop lay at that time; and as they came into the hall in the afternoon, there were many of the Archbishop's clerks and other reckless men, both squires and yeomen, who swore many great oaths and spoke many reckless words, and this creature boldly reprehended them, and said they would be damned unless they left off their swearing and other sins that they used.

"And with that, there came forth another woman of the same town in a furred cloak, who forswore this creature, banned her, and spoke full cursedly to her in this manner:—

"'I would thou wert in Smithfield, and I would bring a faggot to burn thee with. It is a pity thou art alive.'

"This creature stood still and and answered not, and her husband suffered it with great pain, and was full sorry to hear his wife so rebuked."

It should be noted that throughout her entire narrative Margery speaks of herself as "this creature," in humble contradistinction to her Creator. Only once does she give her own name in full.

Later we see her setting out for the Continent and finding her way to Jerusalem. Her wanderings reveal the manner in which people travelled in bands or in couples on the roads. A woman invariably had her "man" or courier to accompany her, and one of Margery's troubles was that her weepings and her admonitions would gradually wear out her male escort who would leave her stranded on a remote highway. When she applies to the leader of a party of beggars for companionship, he says: "Dame, hast thou no man to go with thee?"

Some of the most illuminating passages occur towards the end of Margery's narrative, during a homeward journey towards London, when she has been traversing Central Europe. Here one constantly gets an impression of a double picture, the one tersely drawn by Margery herself and the second scene of the inevitable surrounding conditions. She arrives at Akun (Aachen) and is delighted to meet with a wealthy London widow who is homeward bound with her retinue. Margery at once makes herself known to the widow, who receives her with kindliness and in modern phraseology asks her to lunch. But Margery is vastly astonished to find that "the worshipful woman from London" has left Aachen earlier than she expected, and Margery is unable to travel in her company.

The poor pilgrim, stranded once more, joins up with some pilgrims who are journeying England-ward in wains. Arrived at a good town she perceives the wealthy widow. Margery at once begs to be excused, pays the pilgrims for her lift on the way, and again approaches the widow, but is met with right sharp language — a curt refusal of Margery's company.

But the end is not yet. Margery arrives at Calais and there her companions will not tell her in which ship they are going to cross. She speers and spies and finds out, only to be again eluded. She finally bolts on to another ship, leaving her baggage on board the first vessel, only to discover that among the passengers is none other than the worshipful woman of London. She prays

(Continued on page 128)

NEW LIGHT on BABYLONIAN and SUMERIAN CULTURE

Discoveries by the University of Chicago Expedition in Irak

SIMIAN IDOL: This alabaster figure of a monkey, which was carried on a pole during Babylonian religious ceremonies and the eyes of which were originally set with lapis lazuli, was recently found near Ischali, north-east of Baghdad, in a temple dedicated to the sun god

The Irak Expedition of the Oriental Institute of Chicago University has had a busy and profitable season, and some of the results of its work are clearly of the first importance particularly the discovery of the Babylonian origin of the Greek Cyclops myth and of the extraordinary cultural link between Mesopotamia and India. In the latter connection it is thought that the region separating the two countries was much more fertile and thus more easy to traverse in 3000 B.C. than it is to-day in its present arid condition

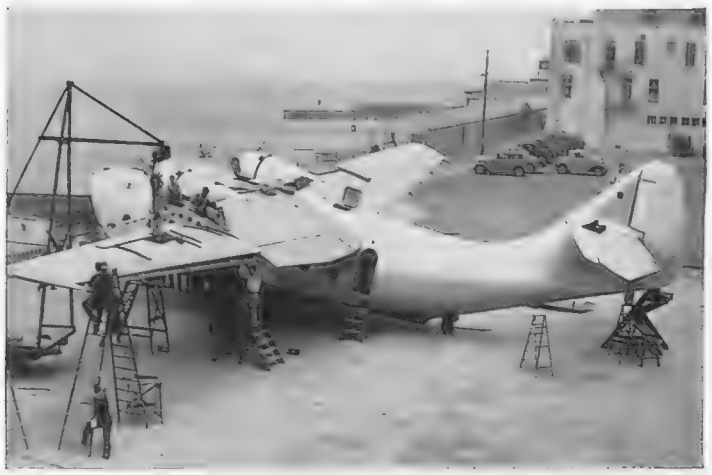
AN ANCIENT MYTH AND ITS ORIGIN: A relief of a Babylonian god slaying a one-eyed demon. It was discovered at Tell Asmur, north east of Baghdad, and is considered one of the most important finds of the past season in that it provides proof that the Cyclops myth existed long before the days of the Greeks. Dr. Henri Frankfort is of the opinion that the relief dates from 3000 B.C., basing his calculations on the characteristic flouncing of the demon's dress

EVIDENCE OF A CLOSE CULTURAL CONNECTION BETWEEN MESOPOTAMIA AND INDIA is provided by this fragment of a green steatite vase found at Tell Agrab, Irak, the site of an ancient Sumerian city. The vase was undoubtedly made by a Mesopotamian, but it bears on it the representation of a humped bull; a motif identified with the statuary of the Indus Valley in about 3000 B.C., and one that could not have been originated by the Sumerians as the animal was not indigenous to their part of the world

AN INTERESTING PROOF: The large hooked nose of the man depicted on this smaller portion of the green steatite vase, the larger portion of which is illustrated on left, is clearly that of a Sumerian and from this it may be deduced that the vase was of Mesopotamian and not Indian origin. The panel with the humped bull motif must therefore have been copied from pottery transported by the overland caravan route

CIVIL AIR ARMADAS

Machines at Present in Passenger Service but which in Time of War could be Transformed into most Effective Weapons



THE FIRST OF THE NEW DOUGLAS SEAPLANES: The machine seen in course of assembly at Santa Monica, California. It has accommodation for thirty people and enough fuel can be carried to give it a range of 3,300 miles. The Douglas has proved a great success in America and is now used on nearly all the big transcontinental air lines

THE conflict in Spain has resulted in the relationship between civil and military air fleets being recognised officially. For years the British Government, at any rate, has turned a blind eye to this obvious fact; but now it is so conscious of it that not even a Flying Flea is allowed to be exported to Spain because of its being a potential weapon. In order to gauge the reserve that regular air transport fleets provide for military air arms, it is illuminating to review the size and composition of some of these fleets. It must not be forgotten, when studying these figures, that they represent more than just numbers of aircraft. They represent, too, the skilled production and operative organisation that is in being to keep them flying safely and efficiently.

More than one-fifth of the world's air transport is using British aircraft. As might be expected, the majority of these British aircraft are used on services within the Empire, although approximately one-sixth of them are registered in foreign countries including places as far distant as Japan, Mexico, and Brazil. Apart from Great Britain, Australia's air transport operators own the largest number of British planes, very nearly the whole of their fleets comprising these types. Outside the Empire, Egypt has an air transport fleet composed entirely of British machines.

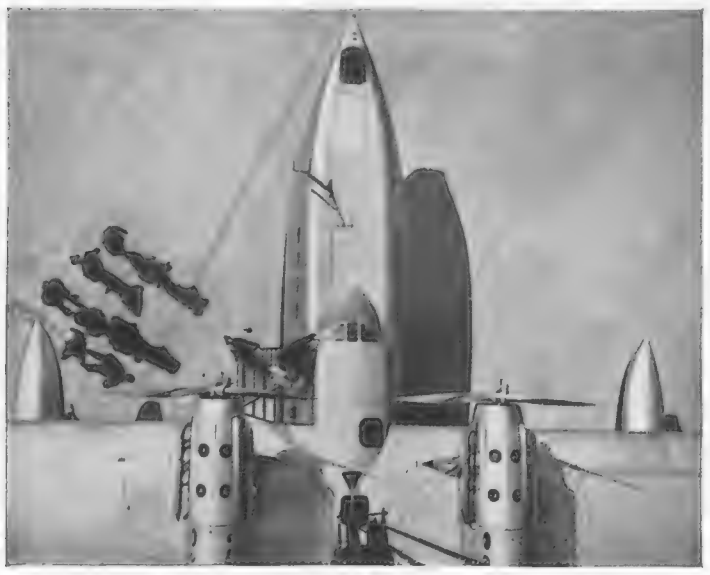
When the thousands of miles of British Empire trade routes are considered, comparison of the relative sizes of the main air fleets makes disquieting reading. America heads the list with 445 machines, France has 193 machines, Great Britain and Germany follow with 166 and 150 respectively, though this last figure must be treated with great reserve; Italy has 82. These strengths are given as at June, 1936, in the case of Great Britain, France, and Italy, and December, 1935, as regards Germany and America.

Of these, the Governments of France and Germany are pouring subsidy like water into the coffers of their air transport companies. Air France and Deutsche Lufthansa, the main airlines in France and Germany respectively, both run internal air services. The British Government has granted its subsidies to companies operating mainly foreign services, namely, Imperial Airways and British Airways. Imperial Airways own 37 machines and British Airways 31, while Air France own 118 and Deutsche Lufthansa 137. Thus, just under three-fifths of Britain's air transport fleet receives no subsidy. It says much for the enthusiasm and business acumen of the leaders of Britain's commercial aviation that we can claim even second place among European air fleets, the greatest of which are heavily subsidised throughout.

Imperial Airways are now well into their reorganisation scheme. Over forty new aircraft are in course of construction in this connection, including the Mayo composite aircraft for the Atlantic crossing, the twenty-eight Short flying boats for Empire services, and fourteen large Armstrong-Whitworth aeroplanes. It is expected that these new aircraft will gradually replace most of the existing fleet, all of which, with the exception of the eleven D.H. 86 (express air liners), will then be out of date. Not counting other at present experimental types which may eventually go into service, the reorganisation when complete will result in a fleet of fifty-four modern aircraft drawn from only three types and from three factories.

Uniformity of equipment is the ideal to the attainment of which all the more important companies are bending their energies.

In America, where the necessity has long been recognised, it may be said to be nearer realisation than anywhere else. T.W.A. (Transcontinental and Western Air Inc.) and American Airlines are apparently concentrating exclusively on the famous Douglas airliner which, it will be remembered, flew into second place in the MacRobertson London to Melbourne Air Race. Incidentally, plans have been made to manufacture these machines in Europe by the Dutch Fokker Company. They are used on the European lines K.L.M. and Swissair. Eastern Air lines, it is anticipated, will be using regularly by 1937 only two types, the twin-engined, 200 m.p.h. Douglas and the Lockheed Electra. United Air Lines, also, have only two main suppliers; Boeing, of whose machines their fleet has so far largely consisted, and Douglas, with whom they recently placed an order for twenty new two-engined liners, with which they will replace an equivalent number of Boeings. Most of the latter must by now be out of date and it is rumoured that further replacements are to be effected with four-engined machines from either the Douglas or Boeing factories. In Pan American Airways' fleet Douglas and Sikorsky types are most strongly represented among the up-to-date machines, other recent additions being the Martin Clippers and a Lockheed Electra. Pan American Airways are also interested in the development of large four-engined aircraft.



LEVIATHAN OF THE SKIES: An overhead impression of a new type of French flying boat, the outstanding feature being the length to which the nose projects. The cockpit is placed just below the engines and from it an uninterrupted view may be had in three directions

(*Continued on page* 128)

A SHIP ENSHRINED: The triangular shaped museum which has been erected and recently opened at Bygdoenes, near Oslo, Norway, and which completely encloses the research ship *Fram* so that it may be preserved for all time as a national memorial. The *Fram* was employed by Nansen on his Arctic expedition in 1893 and by Amundsen on his dash to the South Pole in 1910-1911

LOOKING OUT ON THE FJORD: A view taken from the stern of the polar research vessel *Fram* at Bygdoenes where it now lies high and dry in the museum built specially to contain it

TO ROAM THE SEAS NO MORE: Two more impressions of the *Fram* in its permanent home. On the right is the statue to Roald Amundsen, the hero of so many polar adventures who died in 1928 when attempting the rescue of General Nobile

The "FRAM" as a NATIONAL MEMORIAL

The Research Ship of the Polar Explorers Nansen and Amundsen

The *Fram*, which has now found such a worthy resting place, was built by Nansen with the express purpose of getting her fixed in the ice to the north of Siberia and letting her drift with it across the Polar Regions. The plan—derided at the time by many men of science—was put into operation in 1893 and owing to the ship's immense strength and fitness for the purpose in hand, she bore the usually overwhelming pressure of the floes perfectly and when the expedition finally returned to Norway it was with data of tremendous value. In 1910 the *Fram* was again in the news and this time it was Nansen's compatriot Amundsen who used her to convey his men and stores to the Antarctic on that memorable expedition which developed into a race with Scott, whom he forestalled at the pole by a month.

A COLOURFUL VISITOR TO THESE SHORES: A study of a yellow wagtail standing beside its young, exhibited by John Markham at the Annual Exhibition of the Royal Photographic Society. This bird, which has a plumage rivalling that of the canary, comes to Britain in the warmer months from its winter home in Western Africa

Bird Life through the Camera

Gaudy Wagtail and Fledgling Bullfinch

Eric Ashby

On left—VOICING RESENTMENT: A fledgling bullfinch on a branch after making one of its first emergences from the nest; its wings and covering of feathers as yet only partially developed. It is evidently alarmed by the intrusion of the photographer

SHOWING THE FLAG IN FOREIGN WATERS: H.M.S. *Dorsetshire* coming alongside at Langeland, Denmark. This vessel belongs to the 10,000-ton "County" class, and several of her sister ships are shown on one of the ensuing pages in this special cruiser section

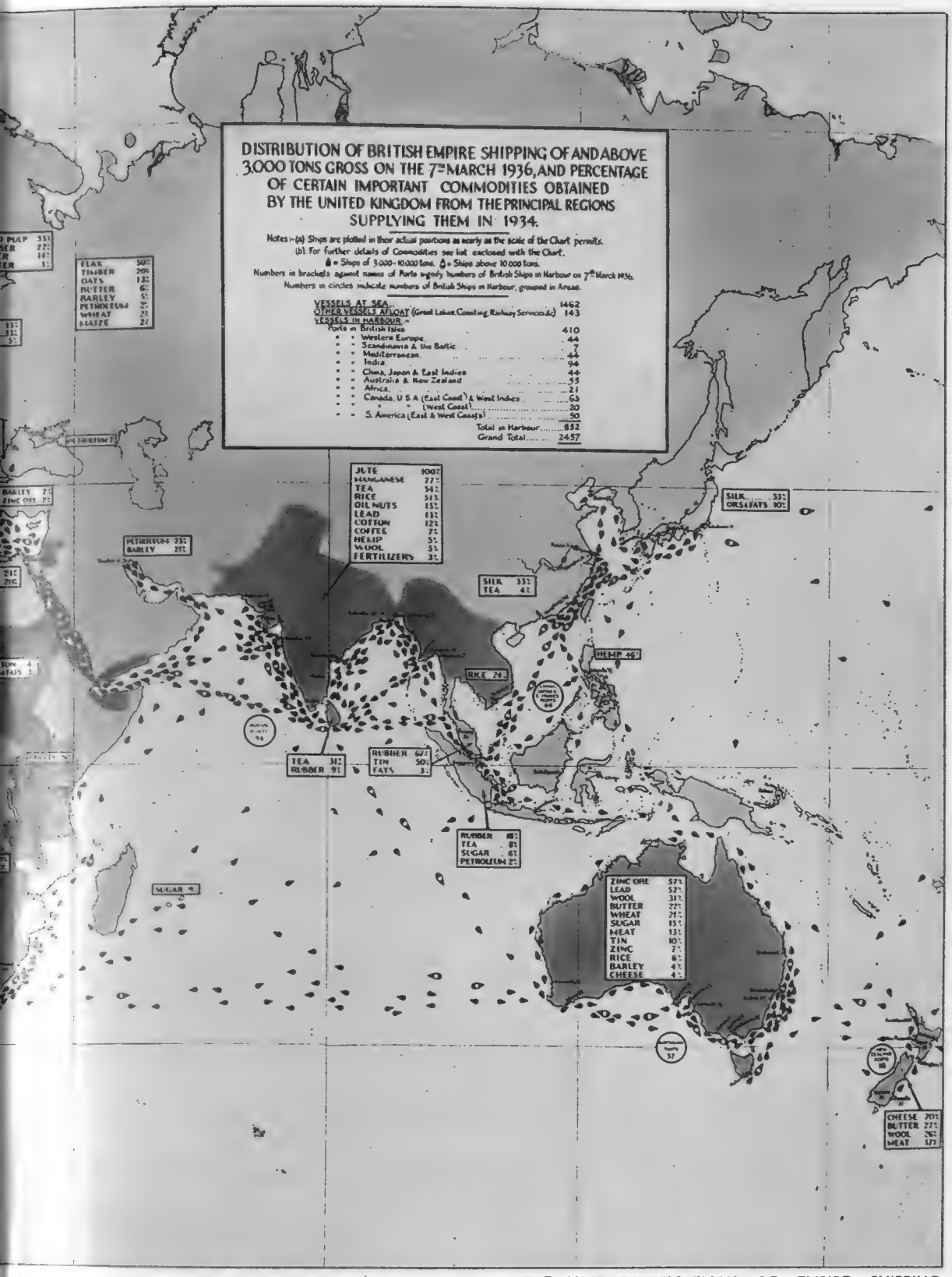
CRUISER GUARDIANS OF THE "BREAD LINES"

THE very existence of the British Empire depends upon the flow of trade upon the ocean trade routes of the world. So true is this statement that it has led to the great trade routes being dubbed the "Bread Lines of the Empire."

It was, surprisingly enough, a Secretary of State of the United States who pointed out that modern civilisation involved the interdependance of nations in an increasing degree. Taken as a whole, the standard of civilisation is higher in the British Empire than anywhere else in the world. This means that the interdependance of the various units making up the British Empire is of greater necessity than to any other nation or group of nations.

In the British Isles there are more than 46,000,000 people. The food production of the country would suffice to keep only an infinitesimal fraction of this population. Therefore food has to be imported in large quantities. Actually it is necessary for 50,000 tons of foodstuffs to arrive in our ports *on every day in the year* in order to feed our population. These imports of food require the arrival at our ports of, on the average, 150 ships every day. The value of these imports of foodstuffs amounts to some £375,000,000 yearly.

But this is only half the story. These imports must be paid for. They are paid for by the exports of the country. And these exports are for the most part manufactured goods which, in their turn, demand the importation of raw materials for the factories. Actually the food and tobacco imported into this country amount, in value, to a little more than half



THE VAST RAMIFICATIONS OF EMPIRE SHIPPING AND TRADE are revealed by this remarkable map, which shows the exact positions on the high seas of all British ships of over 3,000 tons gross on a given day in March of this year and (in circles) the numbers in harbour. From this, too, it is possible to appreciate the immensity of the task of our cruisers, which have to patrol these routes and, in time of war, keep them open

"ANCHORED QUEEN OF ALL THE STRANGE SHIPPING THERE": The *Empress of Britain* in Hong Kong harbour. She may be a giant, but she is only one of the thousands of vessels whose interests our cruiser fleet is ever ready to protect

The Vital Part Played by These Warships in the Protection of the Imperial Trade Routes

By KENNETH EDWARDS (R.N. Retired)

the total of our imports. As a rough calculation, therefore, one may say that the shipping required for the arrival of foodstuffs represents about one quarter of the total shipping required for the maintenance of trade.

The map, which shows the actual position on the trade routes of every British merchant ship on an average day, gives a clear idea of the vast ramifications of Empire shipping and trade. Apart from the ships shown there are others of small tonnage engaged chiefly in coastal trade. There are also large numbers of ships in the various harbours of the world. These numbers are shown in the circles in the various areas.

It will be seen that Empire trade is formed into certain well-defined streams, fed by tributary streams from outlying sources of trade, and the tables in the various areas show the proportion of the various commodities imported which are drawn from those areas. Thus the great trade route to the River Plate is concerned almost entirely with grain, meat, and tin ore, while the route to the West Indies and the Caribbean Sea, although it is concerned also with cocoa, coffee, and lead, might almost be termed the sugar and petroleum line, these two requirements forming the vast majority of the cargoes which come from that area.

Empire trade has all manner of little known interests. Down near South Georgia, at the edge of the Antarctic, there is a little group of ships, most of them far larger than one would expect to be justified by the trade in that part of the world. But these are whalers, and although their contribution to the total requirements of oils and fats amounts to only 3 per cent., they are of great importance in the general scheme of Empire trade.

Since the British Empire cannot exist if there is anything in the nature of a serious breakdown of this enormous trade system, the responsibility for its safety rests, in the last resort, upon the Government. That, really, is the reason for a navy, for, so long as there exist ships which might in certain circumstances provide a threat to these vital trade routes, their security demands that sufficient force should be available to neutralise this threat.

The existence of a potential threat from other navies represents what may be termed the relative requirement which determines our own strength. In recent years conditions have allowed the existence of a potential threat to be disregarded, but lately the threat has grown. Now it must be faced. This is why the British Empire has embarked upon a policy of strengthening the Navy.

But in addition to the relative requirement determined by the warships at the disposal of potential enemies, there is, in the matter of trade defence an element which is absolute. If there were no organised force to act as police upon the high seas piracy would certainly break out again. Moreover, the risk of civil disturbances at ports of embarkation has lately been demonstrated in Spain. If there were no navy available to guard against piracy and to look after British interests in times of civil disturbance the underwriters would be forced to demand far higher premiums for insurance. The result would be soaring prices, an inevitable decline in the standard of civilisation.

The actual requirements in warships to safeguard this absolute element is determined by the capabilities of the ships themselves. If a cruiser has a steaming radius of 6,000 miles she obviously cannot be expected to look after 10,000 miles of trade routes. Actually, she can be expected to keep efficient watch on a length of trade route much smaller than her actual steaming radius, for, wherever she may be on her beat she must have sufficient fuel to enable her to rush without delay to any part of her beat where her presence may be urgently required.

Moreover, the greater the number of ships engaged in trade the greater the responsibility. The map shows a total of 2,457 British ships engaged in trade. These are only ships of over 3,000 tons. Lloyd's List shows 600 ships of a tonnage between 2,000 and 3,000, and there are many hundreds of a tonnage less than 2,000. The safety of all these ships provides a vast responsibility. One may say that to-day nothing ever goes wrong with a ship and, outside the possibility of actual war, there is no threat to the trade routes. Spain has provided the answer. Not only have British interests in the ports been threatened, but British shipping actually at sea has been threatened.

There is another aspect. Much of the trade of British shipping is carrying trade. Naturally a shipper will consign his goods for preference in a ship belonging to a nation which is strong enough to safeguard his cargo against unforeseen contingencies. Very often, particularly in the East, the decision of a shipper as to whether he will send his goods in a British or foreign bottom is influenced by the presence of a British warship, giving ocular demonstration that the British ship, and therefore his cargo, has strength and protection behind it. In this way the Navy often acts the part of an ambassador of trade.

Lord Monsell, when he was First Lord of the Admiralty, made a speech in which he likened the Navy to an insurance upon the overseas trade of the Empire. He pointed out that the cost of the Navy represented a premium of some 2½ per cent. upon the value of our overseas trade. That was rather more than two years ago. Since then we have started rearming and the cost of the Navy is rising. But still the cost does not represent a large rise in this premium for security of trade without which we cannot exist. The risk has grown enormously in the last two years. It is only natural that the premium also should increase.

PRELUDE TO INVASION: The 7,000-ton cruiser *Achilles* (left) taking troops aboard from a destroyer during combined Army and Navy manœuvres off the North-East coast

THE SQUADRON CRUISER AS A FIGHTING UNIT

Handiness for Rapid Manoeuvring the Essential Quality

THE cruiser's usual fighting role, like that of the old-time frigate, is in single-ship duels in distant seas, with occasionally actions between small groups of ships, but the squadron cruisers which are built in classes of sister ships for service in home waters, and to act with the battle fleets, take their full part in fleet actions and are designed accordingly. The squadron cruiser is moderate in size and fuel capacity compared with those designed for distant station work, but she has to be given the greatest handiness and homogeneity for rapid manœuvring in close order and high speed to permit her to get ahead of and all round the battle squadrons which she is protecting.

During the great war the peculiar circumstances of the North Sea caused certain squadron cruisers to be worked on their own like miniature battleships, the C class cruisers which formed the Harwich Force and were nick-named "Tyrwhitt's Dreadnoughts" from the way they fought, but there were more attached to the grand fleet under Jellicoe and Beatty.

These squadron cruisers in the fleet are under the orders of the Commander-in-Chief although, as they are liable to be well away from his flagship, each squadron is under its own junior flag officer who has a magnificent opportunity of distinguishing himself. The squadrons are kept small in order to be handled conveniently.

Their main duty is that of forming a screen for the big ships of moderate speed. Part of this is a scouting line which may or may not be completely replaced by aircraft in the future; all modern cruisers carry aircraft in order to increase their range of vision. In any circumstances it is unlikely that aircraft will be able to replace the cruisers for getting into touch with the enemy and keeping touch no matter how much they may attempt to break off. At the same time they must not venture within range of the enemy's big ships, so that handiness and speed are essential, and the quickest possible decisions have to be made by the officers in command.

As the enemy will also have a cruiser screen out ahead of his battle fleet, fights between these small ships are frequent, but the greatest care has to be taken that cruisers, which are badly needed for the safety of the battleships, shall not be wasted for the purpose of sinking an enemy ship or two. The light-cruiser admiral, in fact, has to combine the finest dash in making and keeping contact with the enemy with the greatest restraint in fighting his ships; if he can contrive to keep these two factors nicely balanced he may be put down as a first-class man who is likely to go to the top of the tree.

The cruiser screen has to guard the big ships from destroyer attack, delivered at very high speed with modern material, and also to a certain extent from submarine attack, although that is more the job of the destroyer flotillas. Their batteries, therefore, are designed primarily for fighting lightly-built, fast-moving ships; they are not expected to tackle armoured ships, and if they come into contact with them must seek safety in flight.

As their size is limited too powerful a battery may be a big disadvantage in squadron cruisers; not only are the guns liable to interfere with one another, but excessive weight, inevitably placed high, is certain to spoil the ship for her primary duties as a cruiser. A hail of comparatively small shells is much more effective than a few big ones, and range and rapidity of fire have to be nicely balanced with the destructive effect of the shell. During the war the German 4·1-in. gun very frequently outranged the 6-in. fitted in our cruisers, but the shell was not big enough to be really effective when it did hit, and these guns were replaced by 5·9-in. whenever possible. The number and grouping of the guns is determined largely to give the greatest effect to director control, and communications are arranged to permit salvo firing by the whole squadron.

The anti-aircraft battery is also exceedingly important in squadron cruisers, for their station is bound to be between the fleet which they are protecting and the direction of enemy attack. Most of our ships are open to the criticism of having anti-aircraft batteries which are far too weak—four 4-in. guns in the 5,200-ton ships of the Arethusa type against six in the Italian ships of similar size—but during the Mediterranean crisis the old C class cruisers, *Coventry* and *Curlew*, had the greater part of their batteries changed to anti-aircraft guns, and the interesting experiment is being carefully watched with the idea of future development for the protection of the fleet. In the melee of a fleet action the smaller cruisers are often called upon to act as big destroyers.

The protection which they can be given is limited by weight, for speed and seaworthiness must never be forgotten, and generally consists of a patch of armour over the engines and boilers of the ship, of moderate thickness, in the hope of keeping small shells out of the machinery spaces, and a flat protective deck at either end to keep the ship afloat if she is badly damaged, in the hope that it will be possible to tow her into port.

The great war showed the importance of squadron cruisers co-operating with the grand fleet but as our quota of cruising vessels is strictly limited by international agreement, and the first consideration has to be given to the protection of the trade lanes over which the country is fed, the present allowance for fleet purposes, both in home waters and in the Mediterranean, is generally admitted to be very inadequate.

Frank C. Bowen

THE CRUISER—BACKBONE OF THE FLEET

Policing the Seas in Peace-time and Defending the Trade Routes in War-time

A 10,000-TON GIANT OF THE COUNTY CLASS: H.M.S. *Devonshire*, of the 1st Cruiser Squadron, Mediterranean Fleet, which has been doing such good service in protecting British interests during the civil war in Spain and a few weeks ago played a part in the rescue of British nationals from Palma. *Devonshire*, which was completed in 1929, is an extremely comfortable vessel, and the distance between her lines of portholes gives an indication of the spaciousness of her accommodation

On right—WATCHDOGS OF THE MEDITERRANEAN: *Devonshire*, *Shropshire*, and *London* at anchor at Gibraltar. All the vessels of this type were designed by Sir William J. Berry. They each carry a powerful armament, including eight 8-in. and four 4-in. guns, and eight 21-in. torpedo tubes

THE NAVY'S MAID OF ALL WORK

A British Cruiser Passing a Felucca Outside Malta

SPECIALLY PAINTED FOR THE SPHERE BY MONTAGUE DAWSON

The cruiser is the Navy's maid of all work, just as the frigate was in the old days, and every modern admiral echoes Nelson's plea for more of these indispensable craft. The cruiser's size may be anything up to 10,000 tons, but her essential attributes are speed, fuel capacity, seaworthiness, and a powerful armament, so that she can reach any point of danger with the minimum of delay and, if need be, engage the enemy on arrival. She may have to act with consorts to fight squadron actions against ships of similar type, or help in forming a screen, or act as a fast scout to save the Battle Fleet from a surprise. A cruiser command is always regarded as a plum among naval appointments, for, more frequently than any other warship, the cruiser has to operate independently, often in time of war having to rush to a threatened point and hold it until the arrival of heavier ships, or run down a corsair threatening one of the trade routes. In peace-time the cruiser is employed in policing the seas, and many are the exacting and exciting tasks that fall to her lot, ranging from the rendering of help to shipping in distress to the rescuing of nationals from a coast devastated by earthquake, flood, fire, or civil commotion. Britain at present has just under fifty of these ships

CARRERAS LTD.—150 YEARS REPUTATION FOR QUALITY

SPRING PLOUGHING IN THE RICE FIELDS: The plough, which consists of nothing more than a long, bent wooden pole with an iron blade attached is either propelled manually or drawn by mules. The man operating it works barefooted and has to endure the unwelcome attentions of the leeches that abound in the damp earth

PRIMITIVE VALENCIA

Spain's Only Rice-Growing Area

By E. SACKVILLE-WEST

THE waves of war have as yet scarcely touched the town and neighbourhood of Valencia, which is the only place in Spain where rice is cultivated. The two annual crops are sufficient to supply the entire country, though it is not exported. The origins of this industry date from Moorish times, and the system of land irrigation has, in its broad outlines, remained unchanged. The rice-growing area, a fertile plain of rich black earth between the Guadalaviar and Jucar rivers is entirely flooded twice a year by means of a highly organised system of canals radiating from the sea and the Lake Albufera. These canals are controlled by locks and water mills. The latter are worked by hand, and the water is thereby pumped up from the sea or the brackish lake and thence on to the fields. The lake which was transformed from a swamp and is about two miles square, is situated in the middle of this plain within three or four miles of the sea. It is only 3 ft. deep, and is one of the main sources of existence for the inhabitants. Eels, sea and fresh water fish abound, wild duck and other water fowl are plentiful. Rats and rabbits flourish in the surrounding grass and scrub. These, fattened on the rice, are considered a great delicacy, particularly the rat, which, a man told us, he preferred infinitely to either chicken or rabbit. Rushes, used for thatching, fencing in gardens, making plaited coverings for wagons, baskets, and other domestic purposes, grow round the edges of the lake. On the north side and near the sea the soil is sandy and uncultivated. The inhabitants merely keep sheep and goats which crop at the rank grass. These grow under umbrella pines which offer practically the only shade for miles during the hot summer months. The climate is temperate during the winter, and from November to May the rainfall is plentiful. The lake and canals are nourished by inland streams. These, however, dry up during the summer when the damp heat is overpowering to anyone but the native. During August and September even the Valencian would not dream of going to the rice fields. The mosquitoes are an intolerable plague.

The land is ploughed during February and March and again after the first harvest which takes place during July and August. The ploughs are very primitive and consist of a long, bent wooden pole with an iron blade attached. They are propelled manually or drawn by mules, the peasant throwing his weight with one foot on the blade so as to make a deeper furrow. The men work barefooted and come from the fields streaming with blood because of the leeches which abound in the damp earth. The seed is sown, except in those areas which lie fallow, in rotation. In April and May the fields are flooded half-a-foot deep with water pumped up by the mills. During these early days the earth clods are broken up by harrows. One sees the men guiding their mules in the middle of vast floods, ankle deep in water. The rice, as the Spaniard picturesquely says, is then born and shoots up rapidly during the next two months. Before the harvest the water is left to drain itself away and the rice is cut down with scythes. It is then carted to open-air circular threshing floors of stone or cement when the grain is winnowed. This process used to be done entirely by hand with the help of donkeys or mules. Latterly, machinery has replaced manual labour, and the work takes place in covered-in sheds. The rice straw is manufactured into paper, one of the staple industries of the town of Valencia; for cigarettes it is especially good. It is also used for making the broad brimmed straw hats that the workers wear during the torrid summer.

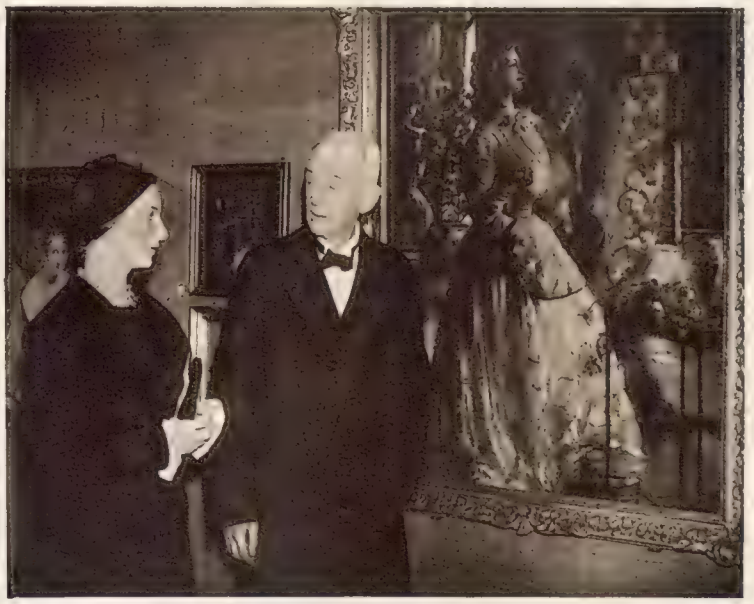
In addition to many isolated houses there are several small villages on the rice plain. The principal one, Saler, is situated near the lake, and consists of a cluster of whitewashed houses or barracas, some built of cement or stone, others mere hovels of baked mud. They are thatched with rice straw or rushes. Each house has a cross on the roof to drive away devils, and at the entrance there is often a trellis-work of vine. The richer proprietors have one living room with two or three more tiny rooms partitioned off. Live stock, such as geese, more often than not share the rooms with the family. Nearly all barracas, except those which are very poverty stricken, have electric light and a good fire-place, but water is still pumped up from the well with a wheel, turned by a blindfolded donkey. The women carry water in earthenware jars on the hips, the men on their heads. Water is drunk from a bottijo, or closed jug, and is poured down the throat by one of the spouts, which never touches the lips.

The drainage system is nil; open-air drains at the side of the road flow into the canals, but as the rice fields are by no means over-populated water-borne diseases are comparatively rare. The peasants seem to have developed a certain immunity to

PEOPLE OF THE RICE PLAIN: Men of Saler, one of the primitive villages near Valencia. In the course of years they have developed a certain immunity both to typhoid and malaria

(Cont. on page 128)

LONDON'S CORONATION YEAR LORD MAYOR: Sir George Broadbridge, Alderman of the Ward of Candlewick, seen as he walked in the procession to the Church of St. Lawrence Jewry before going on to Guildhall where he was elected successor to Sir Percy Vincent, who relinquishes office next month



A VETERAN'S "ONE-MAN SHOW": Seventy-four-year-old Professor Henry Tonks with Mrs. Monnington (wife of Mr. W. T. Monnington, A.R.A.) at the private view of his exhibition of paintings at the Tate Gallery. Professor Tonks will always be recognised as one of the men who introduced into England the work of the French Impressionists, and as a painter of "Conversation Pieces." He has been connected with the Slade School since 1917

CENTURIES OLD CEREMONIAL AT SHEFFIELD: Colonel W. Tozer (nearest camera) walking in procession with the Lord Mayor, Alderman Thraves, to attend the service at the Cathedral which preceded his installation at the Court House as Master Cutler. He is one of the youngest holders of this office as head of the Cutlers, the company which was incorporated as long ago as 1624 and now exercises, by Acts of 1883-1888, wide jurisdiction in matters relating to the registration of trade marks in the Sheffield area

DRAMA *and*

June Knight Excels in "Going Places"—"Charles the King," an Extraordinarily Fine Play

By PHILIP PAGE

"BEING HELD A FOE, HE MAY NOT HAVE ACCESS TO BREATHE SUCH VOWS AS LOVERS USE TO SWEAR": Romeo lost in contemplation in the garden of Capulet's house. A scene from the Metro-Goldwyn-Mayer screen version of *Romeo and Juliet*, which is at present the biggest cinema box-office draw in the United States and Canada, and has just started its London run at His Majesty's. The picture, produced by the late Irving Thalberg, has Leslie Howard and Norma Shearer in the title-roles, and a talented supporting cast, including John Barrymore (Mercutio), Edna May Oliver (the Nurse), Basil Rathbone (Tybalt), and Aubrey Smith (Lord Capulet). *Right*—A public place in Verona. Another of the many elaborate settings devised for the film

HOW many musical comedies, I wonder, are supposed to take place in Paris? At least 75 per cent. Paris is not a very gay place at present, and *Going Places* at the Savoy was, on the first night, not quite so gay as it might have been or as it probably is by now.

High jinks outside and inside some Russian singer's house in Passy, French police uniforms, suggestions of the Eiffel Tower, music students, pointed beards, Mr. Robert Nainby being perky and irate, as he has been these forty years and more (what a good little actor Mr. Nainby is)—all were there. But the carnival spirit hung fire a bit. What did not hang fire was Miss June Knight.

Miss June Knight has something of the personality of Miss Frances Day (they were having supper together after that rather adventurous *première*). I would not for a moment turn Knight into Day or Day into Knight. Each has her peculiar merits. But both have the glamour necessary for this type of show, which Miss Knight undoubtedly lighted up whenever she sang, or danced, or played the fool, or appeared as a seductive breaker of hearts who had been poured into her obviously expensive clothes. She has indefatigable energy and great good humour.

Mr. Arthur Riscoe is a comedian after my own heart. He has a sense of the grotesque, can be a most lovable buffoon, and can extract fun from slap-stick devices, some of them of hoary antiquity. He has that which Nervo and Knox and Flanagan and Allen have.

Why then did that carnival spirit flag at times during the first performance of *Going Places*, which has at least as many good points as most musical comedies, and rather better music? For the most easily remedied of reasons—the piece was much too long.

Comedy scenes were spun out until one yearned for a musical comedy number, whatever the quality. Some really funny stuff at the piano seemed to miss the mark simply because it did not stop at the right moment. And that maudlin squabble between Mr. Richard Dolman (who is a nice young man) and his fiancée, and the fisticuffs with his rival, should go altogether. This may be merely a personal wail, for nothing has for years bored me more than a musical comedy in which the lovers have a serious pseudo-disagreement. In the old days the chorus used to turn their faces to the backcloth, like prayer time in the House of Commons, when this was in progress. Thank goodness that is now out of fashion.

Going Places will not only be the better for these cutting-out operations (it is likely that they have already been done); it will stand a good chance of a profitable career. For I feel sure that Londoners will take Miss June Knight to their favour—a somewhat disgruntled gallery yelped rapturously at her on the first night—and Mr. Riscoe, I repeat, is a funny fellow. On account of these two (and there are other reasons, the music being one of them) *Going Places* should be visited.

CHOIR BOYS ON THE SCREEN: *Above*—The street musician (Hans Olden) forces Toni (Martin Lojda) to tell him the truth about the theft of some money, and (*right*) Toni, perilously perched on a mountain ledge when in search of the much-prized edelweiss as an offering for his sister.

Two episodes from *Singende Jugend*, the Austrian picture at the Academy Cinema, Oxford Street, which has as its theme the life and training of the Vienna choirboys in the glorious Tirolean country. It has an appealing little story, but the exquisite singing of the choristers is the outstanding feature

"The Country Wife."—Wycherley's *The Country Wife*, having been almost entirely neglected for nearly a couple of centuries, is now very much the vogue. There have been several revivals of late, culminating in the present one at the Old Vic. This is also a sort of culmination of the Old Vic's autumn season, which so far has not been very merry and bright, with Shakespeare's *Love's Labour's Lost* as its initial production.

Another fashion is to describe the plays of Wycherley, and Restoration comedy in general, as "not for babes." Of course it is not for babes or for prudes either. The theme is dirty, though not dirtier than the "dirty songs" of modern cabaret, which were so wittily slated in a recent revue. But here if anywhere can one use the old *cliché* . . . "I don't mind a *risqué* joke so long as it is funny." Nearly all Wycherley's jokes are *risqué* and there are precious few that are not funny. Above all he has elegance and style.

This elegance was reproduced in acting which had hardly a flaw. Miss Edith Evans' brand of rather languorous, biting wit (Miss Ursula Jeans' whole stage personality is a twentieth century counterpart) is right in the period. So is Miss Ruth Gordon, a new and brilliant comedienne from America. Her American accent, though strong, did not strike me as mattering in the least. Why should it? Sticklers for realism can imagine, if they wish, that this character was of American birth. So far as I remember, there is no evidence that she

FILMS *of the* WEEK

RESTORATION COMEDY AT THE OLD VIC: Freda Jackson, Ursula Jeans, and Ernest Thesiger in *The Country Wife*, Wycherley's play famed for its wit, ingenuity, and animal spirits and illustrative of the barbarism of Carolean society. When first produced it was very popular, but there is no record of its having been performed in London between the end of the eighteenth and the beginning of the twentieth century

was not. Besides, the pronunciation of English in the days of Wycherley is likely to have been no closer to ours of to-day than to modern American.

Miss Iris Hoey has returned to the stage, for which let there be praise, to play perfectly a part that is hardly worthy of her. Miss Ursula Jeans and Miss Eileen Peel, admirable both of them, showed that they can put themselves with easy grace into the air as well as the clothes of a century far removed from the plays in which one usually sees them. And Mr. Ernest Thesiger obviously enjoys himself as much as we enjoy his enjoyment.

"The Provoked Wife." — Vanbrugh, albeit out of the same gallery as Wycherley, has less elegance and less wit. *The Provoked Wife*, revived at the Embassy Theatre, is an inferior play to *The Country Wife*. But it is good entertainment for all that, on much broader lines. And those who are out for bawdiness will not be disappointed. The production is conscientious and careful, and Miss Marda Vanne and Mr. Mervyn Johns head a good all-round cast.

Sir John Martin Harvey.—My sigh last week that with his production of *Œdipus* we would be saying a last farewell to Sir John Martin

RUSSIAN DRAMA: Cherry Cottrell who plays the most exacting part of her career as Viera Alexsandrovna in Turgenev's *A Month in the Country*, with which Anmer Hall has opened his season of repertory at the Westminster Theatre. She has to portray the transition of a young girl from childishness to bitter despair

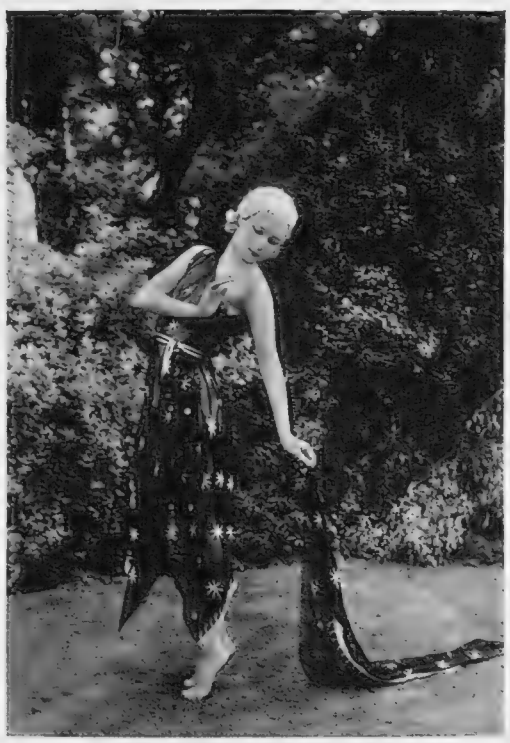
Harvey was, I am glad to say, ill-founded. The announcements were not very well worded, for they were certainly capable of the interpretation that Sir John would never act again. Fortunately, he will. The "farewell performances" were intended to mean only "farewell performances" in that play. He will never again act in *Œdipus Rex*. I am not altogether sorry. But he will act (for, let us hope, a long time to come) in not only his old favourites but in some new plays he has acquired. I am altogether delighted.

"Charles the King."—All those very sincere and worthy people who gather once a year at the statue of King Charles I at the top of Whitehall should also gather at the Lyric Theatre to pay their tribute to Mr. Maurice Colbourne's play, *Charles the King*, not only because they will see a sympathetic (but not, I think, unduly sympathetic) portrait of the Martyr-Monarch, but because they will enjoy an extraordinarily fine play.

The same advice can apply to playgoers of vastly different political views. Although the drama deals with a period of history as fiercely controversial as it is deeply interesting—and the author, while never guilty of extreme distortion, shows us which way his sympathies lie—it never ceases to be drama. Indeed, this is historical drama on the very highest plane. Whether one calls its protagonist Charles the Martyr or The Man Charles Stuart, the play is as vital as Shaw's *Saint Joan*. It has also the same lucidity of argument. The scene in which the King explains to Cromwell the necessity for kingship is comparable to that superb scene in *Saint Joan*, in which is explained the danger of heresy and the necessity for the Inquisition.

All this may indicate that *Charles the King* is somewhat heavy going. In fact it is nothing of the sort. Mr. Colbourne splits up the quarrels between the King and the parties opposed to him into short scenes. He uses them with cumulative effect until the heart-rending farewell before that journey to the scaffold. Even this is life-like in its restraint; the agony is not piled on in the cause of either maudlin melodrama or barnstorming bluster. True, Cromwell blusters and the regicides at the trial make a deuce of a row. Well, Cromwell did bluster and regicides were never a silent crew, whether in Westminster Hall in 1649 or at the Revolutionary Tribunal in Paris in 1792.

Of the many things which impressed me in this play, however, the chief was its essential acting quality and what I suppose I must call its entertainment aspect. That it should possess also historical and literary qualities of a high order is one of those collections of happy circumstances which I had almost begun to imagine to be past praying for.



NINI THEILADE, the clever young Danish dancer, so well known to audiences in this country, has just been decorated by King Christian of Denmark with the Royal Gold Medal of the First Class (with crown) and is the youngest person ever to receive an honour from His Majesty. She recently produced for the first time at the Royal Theatre, Copenhagen, her own ballet *Psyche*, but did not herself appear on the stage

There remain the production and the acting. The former is simple but effective; small "boxed-in" scenes and considerable use of curtains. But a touch of pageantry was reached in Westminster Hall, overflowing into the orchestra pit, which became a sort of jury box. This I thought rather a pity, for Mr. Herbert Menges' discreet but admirable music had to be performed by a mechanical contrivance. Also, on the first night an elderly lady in the front row of the stalls fled from the auditorium in, apparently, a state of terror owing to the proximity of a gang of yelling actors. It may, of course, merely be that she disagreed with the procedure of the trial, as did the King himself.

Mr. Barry Jones made Charles the lovable dignified figure he probably was—a little modern, perhaps, in his cynical humour. Miss Gwen Ffrangçon-Davies did her best with poor chances as the Queen—the part is hardly more than a sketch. From the rest of that huge cast I would pick for praise Mr. Morland Graham (Laud), the author himself (Strafford), Mr. Charles Hodges (Juxon), Miss Joyce Kennedy (Lady Carlisle), Mr. H. O. Nicholson (Dr. Harvey) and Mr. George Merritt (Cromwell). But not with any detriment to the unpicked.

New Productions.—At the Westminster Anmer Hall is to follow *A Month in the Country* with *The Wild Duck*. It opens on October 27 and, in order to get away from the gloomy nineteenth-century atmosphere usually associated with Ibsen, it is to be presented without reference to time or place . . . . Anthony Armstrong, whose *Ten Minute Alibi* was such a big box-office draw, may shortly have two more shows in London. One is *Mile-Away Murder*, a novel type of mystery play, and the other, *Business With Royalty*, an adaptation done at Croydon some time ago . . . . Arthur Watkyn's *Muted Strings*, the Beethoven play, comes to the West End via Hammersmith, Streatham Hill, Golder's Green, and Oxford. Keneth (Napoleon) Kent plays the leading role.

A LEADING LADY FROM AMERICA: June Knight, star of *Going Places*—the musical comedy at the Savoy in which she has achieved a great personal success. The first half of the show is the better, the music being catchy and the dancing good

ECHOES *of* SUMMER

The Camera Takes a Backward Glance

JOY OF LIVING: Two veteran hop-pickers amuse their colleagues with a series of carnival set pieces. A glimpse of life at Paddock Wood, Kent, where every year the late summer sees the invasion of countless families from London's East End

OPEN-AIR GIRL: Miss B. Steyl of South Africa is a figure of infinite grace as she puts the shot. She has made a speciality of this event and this year set up a new British record of 35 ft. 3 in. She should figure prominently at the next Olympic games

IN THE HEAT OF THE DAY: Coolly clad as she is, an ice cream cornet is a thoroughly welcome refresher. A reminder of the warm spell that came belatedly in August

On right—"AND HER GOLDEN HAIR WAS HANGING DOWN HER BACK": Though still young enough to wear pigtails, she has an overhead service that even adults must treat with respect

Below—COOLING DRAUGHT: Cider is still essentially the countryman's drink and at harvest time he justifiably regards it as indispensable

The Men Behind *the* Architect

Building Contractors and Their Intricate Task of Estimating for Tenders

By CHARLES GRAVES

THE CHANGING FACE OF LONDON: Some of the new bijou houses that are now being built in the in-town residential districts and, says Charles Graves, may symbolise the long expected reaction from flats

EVERY week the face of London is changing. The latest fashion in architecture is to have small houses suitable for bachelors and others. At least fifty are being built in the neighbourhood of Sussex Gardens. This is the first time for many years that new houses have been built on a considerable scale in a fashionable part of London. Is this the reaction expected so long from flats? Whatever it is, one can be sure that the estimating departments of the four big firms of building contractors who are erecting these houses had a busy time.

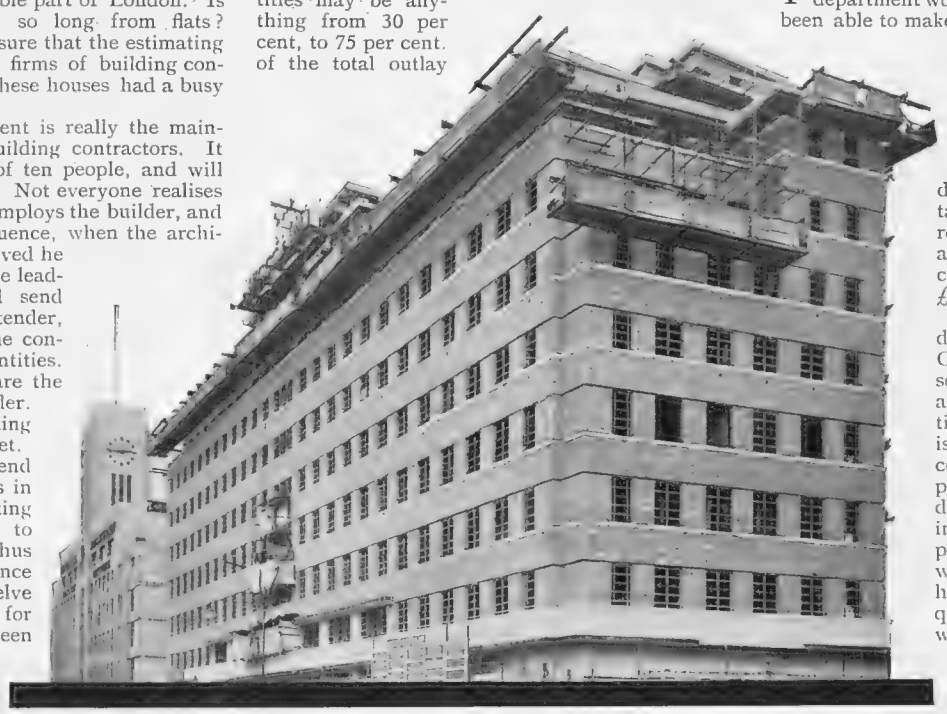
The estimating department is really the mainspring of a big firm of building contractors. It will probably have a staff of ten people, and will cost at least £5,000 a year. Not everyone realises that it is the architect who employs the builder, and not vice versa. In consequence, when the architect's plans have been approved he will inform perhaps ten of the leading firms of builders and send them each an invitation to tender, together with a bulky volume containing the bills of quantities. Bills of quantities in fact are the instructions for the tender. That is when the estimating department takes off its jacket.

Actually a big firm will send out as many as 300 tenders in a year for buildings costing anything from £1,000 up to £1,000,000 and more. Thus the firm of Walter Lawrence and Son have in the past twelve months sent in tenders for twenty-five factories, fifteen cinemas, fifty blocks of flats, five aerodromes, two public baths, one cemetery, four town halls, three public houses, five police stations, ten warehouses, three underground railway stations, fifteen schools, ten hospitals, 115 blocks of offices and other commercial buildings, ten private houses, twenty-five conversions of old buildings, and five extensions to breweries, together with a number of smaller miscellaneous jobs. Goodness knows what would have happened if all their tenders had been accepted. It would have involved at least £10,000,000 worth of work, and it would be highly doubtful if they would be able to augment their present staff of foremen to carry out the work. Actually it is a custom of the building trade to expect that the estimating department will have 10 per cent. of success, though often it is not so high as this.

But let us look at the bills of quantities and see what the estimating department has to do. It begins with a description of the site and the nature of the job, explaining whether there is an existing building to be pulled down first, or if the site is already clear. It proceeds to explain the necessary amount of excavations, the extent of concrete foundations desired, the amount of brickwork required, and similarly the quantity of asphalt necessary. It would be too burdensome to go right through the eighty pages of details, for a bill of quantities is about five times the size of the current issue of THE SPHERE. It contains, however, details of stonework, roofing, carpentry, windows, ceilings, and so on. The amount of time to erect the building unfortunately is *seldom* given, and the contractor must make his own offer.

On receipt of this tome the head of the estimating department goes to the architect's office and inspects the drawings. Armed with this information he visits the site, which may be as much as 100 miles away. He then inspects the trial holes, which have been dug to show the nature of the sub-soil, hoping that the latter will be a soft loam and not rock. If the site is out of town, he then institutes enquiries locally about the facilities for the cartage of surplus earth, as well as investigating the quality and price of the local materials and the available labour. The question of local labour is extremely important. Sometimes it is necessary to send workmen down from London and erect temporary dwellings for them. Possibly, even, it may be necessary to provide them with food if the site is in a particularly remote area. All this extra cost will need to be carefully estimated before the tender is sent in, but there are many things to do before that point is reached.

For example, a firm of builders will naturally have to send enquiries to the wholesale merchants of materials asking what they will charge for the specified quantities delivered to the site in question, prices being naturally affected by the cost of transport. The main items here are cement, sand, ballast, bricks, tiles, and stone. Timber is one of the most important items of all, but the big building contractor probably has his own stock of timber which has been seasoned and is sufficiently variegated to answer the specifications set out by the bill of quantities. For in any large building that is to be erected, the architect will assuredly specify certain materials to be used and, in some cases, specialised firms from whom they are to be purchased. Examples of this can be found in steel work, patent flooring, heating, and lifts. These provisional costs which appear in the bills of quantities may be anything from 30 per cent, to 75 per cent. of the total outlay of the job; but on an average they amount to 50 per cent. thus obviously saving the estimating department half its researches.



THE NEW HEADQUARTERS OF THE LONDON FIRE BRIGADE NEARING COMPLETION AT MILLBANK: Tendering for the erection of a building of such magnitude is a task that taxes the ingenuity of the most experienced contractors. Dead accurate estimating is absolutely vital

Of the remaining estimating cost of the building required, the question of labour is paramount and provides the chief divergence in the figures given by the various firms when tendering. Supposing for example, 25,000 yards of earth have to be excavated before the erection can be started. At once the possibility of water trouble arises. Again, do the surrounding buildings have to be held up? Will there be much digging in mud? What about traffic difficulties? Are there any local problems such as the veto of pneumatic drills, or any other jobs creating vibration? (Sometimes when the proposed site is near an existing factory where delicate instruments are being manufactured or tested, building operations may be taboo at certain hours). All these queries involve the problem of what the labour is going to cost. And this cost is at least half the total cost of any building.

We now come to the question of foremen. A first-class firm will employ a very considerable number. On these men depends a vital responsibility. The speed with which they get their men to perform their jobs, not to mention the thoroughness with which those jobs are performed, is an essential factor of the success of the firm which employs them. These foremen have their own following of a dozen leading hands — bricklayers, carpenters, joiners, and ganger navvies. In a way they rather resemble a maître d'hotel, who has a similar following of commis, sommeliers, head waiters, and waiters.

At present there is a noticeable shortage of skilled tradesmen in the building trade. It is all the more important, therefore, that big firms should keep their foremen. Indeed, it frequently happens that a firm will make a very low tender for a building purely to keep one of their best foremen in a job. This may sound incredible, but it is true.

But let us complete our examination of what happens when a tender is being made. The estimating department has made all the enquiries already described, and finally the tender is sent in. The time limit between the invitation to make the tender and the final date at which it must be sent in is anything from four days to six weeks. Ultimately, either a letter arrives announcing that the tender has been accepted, or by devious channels information is received that a rival has been successful. If the original firm has got the job there is at once a re-checking of the tender. Has some important item been forgotten? It has happened in the past that the estimating department of one firm forgot to include the cost of the roofing!

If a firm has not been successful the estimating department wonders why the successful rival has been able to make so low a tender. Usually there are three possibilities. Either the successful firm has wished to get in well with the architect, in the hope of securing a bigger and better job later on; or it has some brilliant foreman who has nothing to do; or, again, it has made a mistake. Good foremen, it must be repeated, are of immense importance to a firm of builders. They can make a difference of over £2,000 in a twelve months' job.

On occasion tenders from different firms are exactly the same. On these occasions the architect selects the firm which claims to be able to do the job in a shorter time. Not that the penalty clause is often invoked, but a firm which continually failed to keep its promise in this way would undoubtedly lose favour and prestige in a short time. Technically it is possible for a firm of builders to withdraw a tender. If this happens, however, the word goes round very quickly, and most reputable firms would prefer to stand the racket of a badly formed estimate than "revoke."

But how much difference is there in a £200,000 building between the top and the bottom tender in money and estimated time? The answer is that the difference will probably be about £15,000 in price and three months in time, with perhaps only £2,000 dividing the first three or four tenders. One firm recalls an occasion in 1913 when it lost a £29,000 job by exactly one sovereign.

That demonstrates exactly how close to the bone the profits of the building firms must be cut.

MORE FLATS! A new block going up in Sussex Place. Posted outside is the familiar notice bearing the names of the various sub-contractors employed in the work

ROMILLY CAVAN, author of *The Splendour Falls*, which has just been published by J. M. Dent and is a worthy successor to *Tomorrow is also a Day*, and *Heron* with which she first achieved recognition. She is at the moment busily engaged in completing a play

The WORLD *of* BOOKS

Joseph Hone Tells the Life Story of George Moore —Peter Freuchen Recounts His Arctic Adventures

REVIEWED BY VERNON FANE

A YOUNG NOVELIST OF NOTE: Judith Fay whose first book *Rumfustian* has recently been issued by Dent and has been well reviewed. The writer has chosen as her theme the doings of four youthful but sophisticated people

WHEN, three years ago, George Moore died at the age of eighty, there passed away one of the most remarkable figures in the English literary scene. Like many another who has impressed his work and personality upon English letters, he was an Irishman, full of the characteristics of his race, which included a baffling blend of wit and humour, a stubbornness which more than occasionally lapsed into bigotry, and a sensitiveness which at times was an uneasy companion to a naturally quick temper. **THE LIFE OF GEORGE MOORE**, by Joseph Hone (Gollancz. 15s.) is, therefore, rich in personalia, though in the main subverted to his literary career. Few writers have carried their passions and prejudices more fully into the profession of letters than did this extraordinary man. No critic was more severe upon the writings of George Moore than George Moore himself. He was never satisfied. He never ceased to revise. In despair, his publishers more than once exclaimed that he re-wrote his books in proof. He did more. He re-issued them, completely re-written, and even then he was not satisfied.

Much of his early life is set down in *Memoirs of My Dead Life*, *Confessions of a Young Man* and in *Esther Waters*, and with this material and with some brilliant letters his biographer has given us an extraordinary picture of an extraordinary man —an oddity, if you like, but a man who, from a position of eminence in his craft, yet refused to be made into a Grand Old Man.

If he never spared himself, he was also forthright about his contemporaries. It was he who dismissed the works of Conrad as "immigrant literature"; and when challenged upon that writer's much-vaunted style delivered himself of the pregnant phrase that, so far as he could see, it was "nothing but the wreckage of R. L. Stevenson floating on the slops of Henry James." In my presence he once described George Eliot as "the policewoman of literature."

In the days in Paris when some of the immortal works of the post-impressionists could be picked up for a few francs, he was not only the intimate friend of Manet, Monet, and their contemporaries, but realised the measure of their genius and proclaimed it in no uncertain terms. Readers of *Some Modern Painters*—a book which, in after years, if mentioned in his presence, he would snort and ramp at—will find therein judgments which have since been more than justified. This was the man who at the age of sixty-two, spent twelve hours a day in the saddle collecting material at first hand for *The Brook Kerith*. This is a biography worthy of him.

That wise and witty person who prefers to be called "Elizabeth" can write upon almost any subject, and give unmixed pleasure. **ALL THE DOGS OF MY LIFE** (Heinemann. 7s. 6d.) is, as its title implies, all about dogs; and if, like the late Augustine Birrell, you prefer cats or, like many other people, you find human beings more tolerable, you should not be deterred from reading what is in effect a delightful autobiographical sketch. For no one can write about dogs without also writing about themselves; and when the author of *Elizabeth and Her German Garden* begins on her own life only a man without the gift of laughter could fail to be enthralled.

Elizabeth is inimitable. In the course of a long writing career her preserves have been besieged by a flock of imitators. From that ordeal she has gone triumphantly on from success to success; and those of us who viewed our parents' enjoyment of her first book with disfavour from the cradle may still find her wit and humour fresh and invigorating by modern standards. No one but Elizabeth could write a passage like this:

"I might say a few words about widows. Many are the reflections they have given rise to in my mind, since once more I became one. There is nothing I don't know about them; and the thing I know most clearly is that, far from being half a woman, a widow is the only complete example of her sex. In fact, the finished article."

Among the general books in this week's selection emerges another remarkable personality in Mr. Peter Freuchen. **ARCTIC ADVENTURE** (Heinemann. 21s.) is an enormous book, but then the author is also a giant of a man, and his adventures in the frozen north are also on a vast scale, he having spent twenty years in North Greenland among the Eskimos, and having married an Eskimo wife.

It is not surprising to find that such a man writes both simply and modestly; and this in itself gives force and reality to the extraordinary tales he has to tell. He was also concerned with some epic adventures in exploration, notably with his friend, Knud Rasmussen, and there is also included a vivid description of the tragic Mylius-Ericson expedition to East Greenland.

In the space of a short review it is impossible to give an adequate impression of a book like this; but I can safely recommend it to any reader who can enjoy true adventure told simply by a man of heroic build.

Like many of the best of our hostesses Mrs. Angela Thirkell, having found an excellent recipe, has made it her own and is inclined to repeat it on all occasions of note. The easy, English, country summery life that was depicted in *Wild Strawberries* having proved such a well-deserved success, she recalls it with an equally enchanting **AUGUST FOLLY** (Hamish Hamilton. 7s. 6d.).

Here, the ingredients are the same: the rich county family, the not-so-rich family who lived in the country. (These distinctions are to Mrs. Thirkell's genius what *sauce maison* might be to a master in another craft). The Greek play acted by giggling amateurs; the love-story, with all its casualness and tiny upsets; the lovely mother, set apart from the crudities of everyday existence by illness or inbred *naïveté*; the cheerful, haphazard, incredibly real children, and the gloomy adolescents with strange, important worlds of their own.

Here is Mrs. Thirkell's field, and here she triumphs with a wit, a sympathy, and an understanding which make each fresh book of hers an enjoyable event.

When Peter Ibbetson used to "dream true," his fancy would lead him into enchanting paths, and the enchantment would be shared by all those who read. With the same intention, although with a very different theme, Miss Eleanor Farjeon has written **HUMMING BIRD** (Michael Joseph. 7s. 6d.), a story of the 'nineties, with romantic sidelights on the eighteenth century.

Little Lizzie, the young heroine and, as it were, the interpreter of the story, lives in Kent, but visits her kind inconsequential aunt who keeps a deliciously untidy antique shop in Hounsbury, a thinly disguised suburb of London. On her first visit Lizzie finds a tiny picture, an ivory miniature over which has been painted a bouquet of flowers. Her aunt restores it to its place in the higgledy-piggledy window, but not before Lizzie has "seen," through the super-imposed paint, the portrait of a young man, almost a child.

From that moment, and on all her subsequent visits, Lizzie's strange, childish visionary power is occupied in tracing the story of that youth and his impalpable relations with the living people of Lizzie's little world. An old enamelled and jewelled box, imprisoning a tiny humming bird, holds the secret for her and, with the sound of its delicate music in her ears, she traces the stories of the court of the great Louis, of the rise of the painter Watteau, of Lancret, of the sad shepherdess Queen, of Madame de Maintenon, and of the Italian players who were so often Antoine Watteau's inspiration.

It is a charming, fragile story, with a nostalgic sense of that lost, glittering aristocracy and the *beaux jours* of Versailles.

Following his memoirs of an infantry officer and a fox-hunting man, Mr. Siegfried Sassoon has produced **SHERSTON'S PROGRESS** (Faber and Faber. 7s. 6d.), which takes up his life from the moment, during the summer of 1917, when he was sent to a hospital in Scotland which dealt with shell-shock cases. At that time Mr. Sassoon was a declared pacifist and was being treated for shell-shock, since then it seemed to the authorities a reasonable course to pursue with a man who had won such military distinction and who held such odd ideas.

Mr. Sassoon traces his own progress carefully and, in the early stages, too painstakingly, through his time in hospital, where he made the acquaintance of a great psychologist, and decided to go back to the western front. As it happened he was drafted to Palestine, and spent months there before he reached France and collected the "blighty" which leaves him in a London hospital at the end of the book, with the friendly psychologist at his bedside.

Half diary, half recollections, Mr. Sassoon has written about his personal experiences with as much interest as ever, only one has the feeling, which his previous books never inspired, that he is writing under a strain, a desire to remember more than half forgotten things and to write down, in fact, everything that has ever happened to him.

Sir Philip Gibbs has chosen for his new novel **CITIES OF REFUGE** (Hutchinson. 8s. 6d.) the European tragedy to which the war was only a prelude. The Russian family, his central group of characters, find themselves, after the final defeat of Wrangel's army, homeless refugees. The Markovs, with their English governess, are evacuated to Prinkipo, and thence they find their ways to Constantinople, to Vienna, to Smyrna, to the South of France, inevitably to Paris, and to London.

They are all unfortunate; the girls make unhappy or disastrous marriages, and only one of the sons makes a small success as a musician; but the tragedy is not unrelieved, and there is a few happy scenes which enliven the story. As always, Sir Philip knows whereof he writes, and describes scenes in the unmistakable manner of an eye-witness. It is a long book, nearly 500 pages, but every one of these pages is readable, and it is impossible, having started this book, to put it down before the end.

Liberia is still one of the countries that has not been explored, written up, and de-bunked by present day writers. Civilisation, in fact, touches it more lightly than almost any other country. For that reason **UNKNOWN LIBERIA** (Hutchinson. 18s.) is all the more exciting reading. Its two authors, Mr. Harry Greenwall and Mr. Roland Wild, who stayed in Liberia with the man who is its virtual governor, have plenty of first hand information, and they are eager to share it. Slavery they examined at "considerably more trouble . . . than did the League of Nations commission," and their report on that is of some importance.

This country without either army, or navy, with no telephone, post or telegraph service, with no railways and only one road, is in many ways, the "darkest Africa" of the nineteenth century explorers. A fascinating book, written with a lively sense of the dramatic and, what is important to many readers, an appreciation of good anecdotes.

BOOKS RECEIVED

STANLEY PAUL.—SUN ON SUMMER SEAS. By Major S. E. G. Ponder. Illustrated. 16s. FAMOUS BANK FORGERIES, ROBBERIES, AND SWINDLES. By R. Thurston Hopkins. Introduction by Vincent J. Seligman. Illustrated. 16s. KEGAN PAUL.—THE WORLD OF HESIOD: A Study of the Greek Middle Ages, c. 900–700 B.C. By Andrew Robert Burn. 12s. 6d. MONETARY REFORM IN THEORY AND PRACTICE. By Paul Einzig. 12s. 6d. ECONOMIC AND SOCIAL HISTORY OF MEDIEVAL EUROPE. By Henri Pirenne. 6s. COLLINS.—LUCKY DIP. By Neil Bell. 7s. 6d. THE WEATHER IN THE STREETS. By Rosamond Lehmann. 8s. METHUEN.—BOYS IN THE MAKING. By T. Pellatt. Illustrated. 10s. 6d. LAFAYETTE: A Soldier of Liberty. By Andreas Latzko. Translated by E. W. Dickes. 18s. THE BIRTH OF ULSTER. By Cyril Falls. Illustrated. 10s. 6d. IMPROVE YOUR TENNIS. By Helen Jacobs. 2s. 6d. LONDONER'S NEW YORK. By E. Stewart Fay. Illustrated. 8s. 6d. HEINEMANN.—THE SILVER KEY. By Emma Bonn. 7s. 6d. THE NEW MONGOLIA. By Ladislaus Forbath as related by Joseph Geleta. Illustrated. 15s. MACMILLAN.—SNOW STRUCTURE AND SKI FIELDS. By G. Seligman. With an appendix on Alpine Weather by C. K. M. Douglas. Illustrated. 25s. ALL-STAR CAST. By Naomi Royde Smith. 7s. 6d. SELECTIONS FROM THE POEMS OF DOROTHY WELLESLEY. Introduction by W. B. Yeats and drawing by William Rothenstein. 5s. METCHIM. —THE NEW LIGHT. By O. C. J. G. L. Overback. 5s.

Some of us grow old prematurely; some of us, like Mr. Lloyd George, will never grow old, and some of us may fear old age as if it were an inevitable menace. The Reverend Charles Courtenay has given some thought to this subject, and the result is a charming and encouraging little book, **ON GROWING OLD GRACEFULLY** (Brooker and Saville. 5s.).

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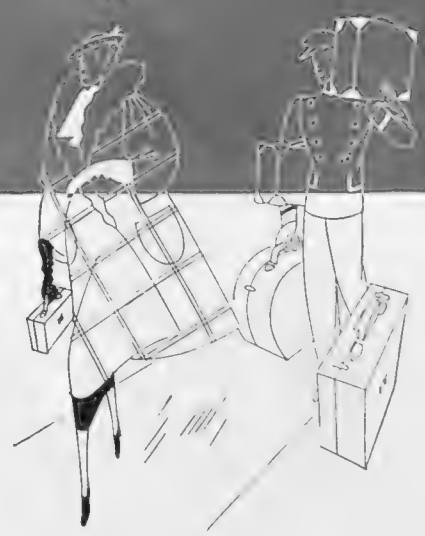

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The overcoat also comes from them, and here they have chosen a brown and white Glenurquhart tweed over-checked with orange, and have cut it on generous lines. There is a deep slit at the back, and no pleats to sit out of shape. This can be made from 9½ guineas, while, as almost everybody knows, their classic tailor-mades in men's suitings are available from 10 guineas.

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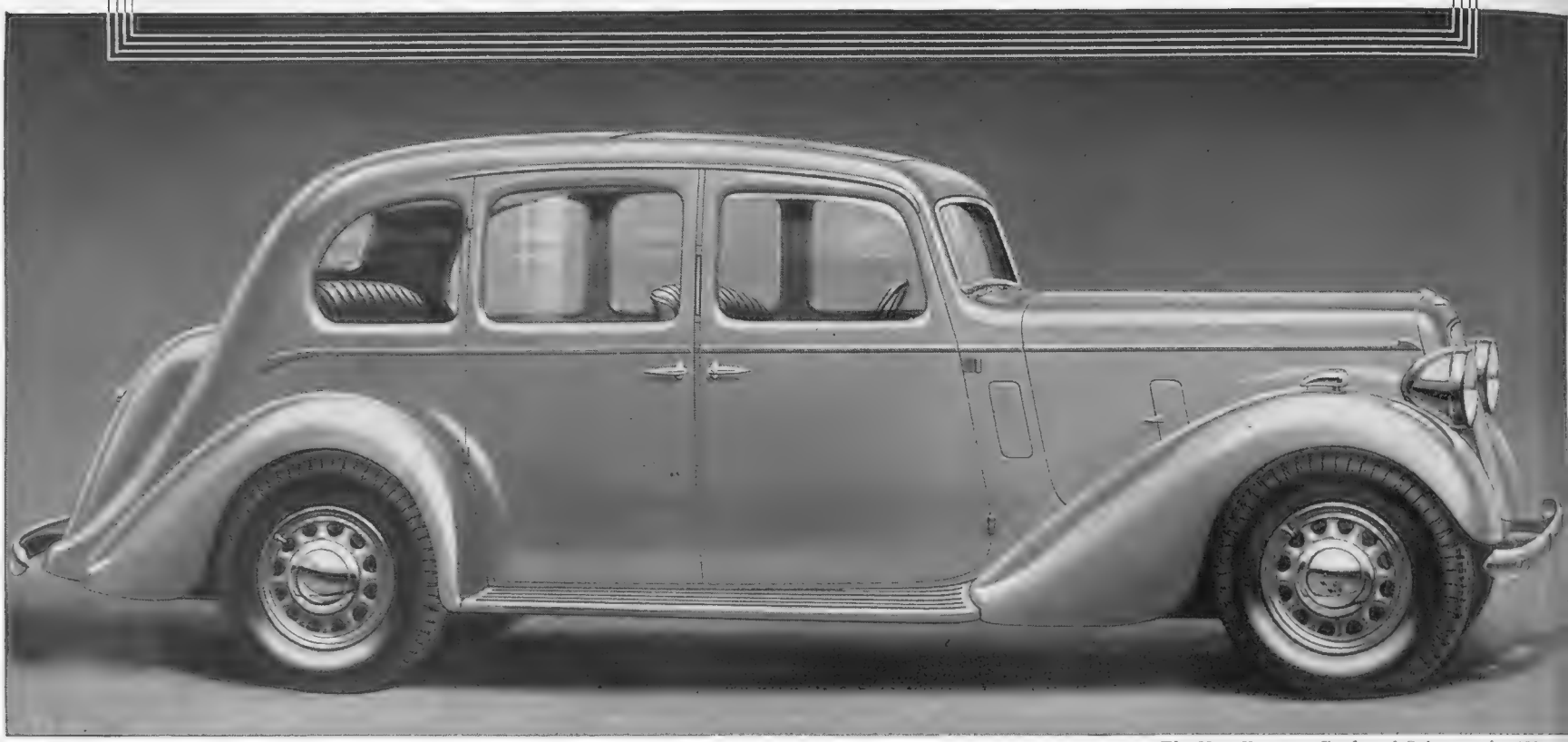

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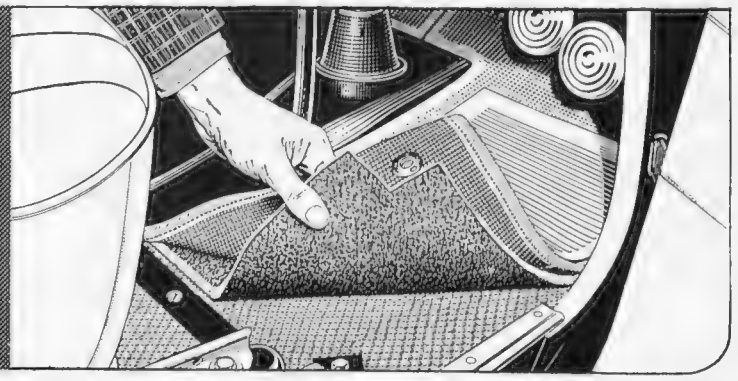

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OLYMPIA

The Motorist's MECCA

A Review of the Thirtieth International Motor Show

By

A. PERCY BRADLEY

Clerk of the Course, Brooklands

THE great Motor Show at Olympia is now in full swing and the motorist who visits the Exhibition can be certain that nowhere else in the world will he be able to see a finer or more international collection of cars under one roof than he can to-day and all next week see and examine at Olympia. This is the thirtieth International Motor Exhibition organised by the Society of Motor Manufacturers and Traders on behalf of the motor industry and it has a special interest, apart from the cars exhibited, in that it is the last to be held at Olympia, which has housed so many successful motor shows in the past. Next year, 1937, will see the Exhibition held in the new Earl's Court buildings which are at present in course of construction.

I mentioned that the Exhibition is International and my reason for doing so was because the best products of Germany, America, France, and Canada are being shown side by side with the latest models from our own motor factories. The entire display occupies a floor-space of nearly a quarter of a million square feet and if the visitor conscientiously walks down every gangway between every stand he or she will have covered a distance of seven miles. The S.M. and M.T. are definitely entitled to claim that the present Olympia Exhibition is the biggest and finest of its kind in the world.

On the stands are the products of over one hundred manufacturers, who among them exhibit nearly 500 motor cars, ranging in price from £100 to £3,000, and fitted with almost every conceivable type of coachwork that can suit the requirements of the home and overseas markets.

Visitors will be glad to note that the Motor Boat Section is larger than ever this year, and this is as it should be, for as the roads become more and more crowded so the number of motorists who take to the water will increase. I strongly advise every visitor to the Show to examine the motor boat exhibits with the utmost care, because every keen motorist is bound to become a motor boat enthusiast sooner or later.

Another interesting section is that of the motor caravans. Actually, there are more than fifty of these vehicles to be seen, ranging in price from £100 to £450. We in this country were the pioneers of the motor caravan, and so it is safe to say that amongst those viewing the exhibits in this section will be found many foreign visitors, because other countries are quickly realising that the motor caravan is a very useful, practical, and desirable vehicle.

The Service and Garage Equipment Section is rather apt to be missed by the average private owner, for he considers that the various appliances shown on these stands are only of interest to the garage proprietors. Let me urge everyone who goes to Olympia to walk round this particular section because there is scarcely a stand on which is not exhibited some appliance or accessory which demonstrates the extraordinary ingenuity displayed by designers for the purpose of servicing cars in the quickest and most efficient manner.

Tyres, accessories, and components are to be found in the galleries. The display in this section this year is even more interesting than it has been in the past. Although the private owner may consider it quite impossible for him to add anything to his car which will make it more comfortable or more pleasant to drive, I shall be very surprised if he does not find in the gallery exhibits just that small gadget which he will be unable to resist purchasing.

Reviewing the cars as a whole, I think I can safely say that the exhibits show that larger cars are becoming more popular. This tendency is no doubt due to the reduction in tax which took place a year or so ago. Seats are wider and leg-space and head-room have been made more generous. Distinct attempts have been made to give more luggage accommodation, although the exhibits at the Show do not indicate that we have reached the ideal in this direction. Although the larger car seems to be becoming more popular, small cars are still very prominent and they, too, give far more comfortable accommodation to their passengers than they did a year or so ago. In most cases this extra comfort and room has been provided without making the chassis any larger, and this has been brought about by making the engine more efficient.

As regards coachwork, we can safely say, judging by the exhibits, that the ultra-streamlined car has not found favour in this country. The introduction, however, of this type a year or so ago has had the effect of making those responsible for producing motor car bodies to design them so that they have the minimum number of crevices and corners. In other words the average 1937 model car as seen at Olympia is a vehicle which can be easily cleaned and keeps clean itself for a long time. In the coachbuilding section we see the British coachbuilder, who is famous throughout the world, doing his best. A more wonderful array of carriage-work could not be seen anywhere else. The specimens may not be so gaudy or so fantastic as seen in the French Motor Show but, so far as workmanship is concerned, the British coachbuilder as seen at Olympia need fear no rival.

The average motor car body to-day shields its occupants from noise to a great extent. Not only will the motorist of 1937 travel in a greater degree of silence than before but he will ride in a far healthier vehicle, as much attention has been given to the question of ventilation in closed cars. People who favour this type of vehicle will discover at Olympia that designers have not only given the driver better visibility but have also allowed the passengers to have a better view of the country as they pass along.

In this country we seem to be making progress in every direction so far as motor cars are concerned, except in car radio. In America they have gone ahead far quicker than in this country and I regret to say that the present Olympia Show does not appear to indicate that we are progressing as we ought and undoubtedly will. It is certainly regrettable that no special section is set aside for the display of car radio sets. I am given to understand that owing to pressure on the space available it would not have been possible to allocate even a small part of the Exhibition for this purpose. The time must come and probably within two or three years when every car will have its radio set.

In the following pages I have detailed some of the more important and interesting exhibits, space preventing me from describing the cars on all the stands, but looking again at the Exhibition as a whole the visitor will notice, amongst other things, that the V type of engine shows distinct signs of becoming increasingly popular. One manufacturer in particular has a new car on view with this type of engine installed, and as the firm originally produced an engine of this type with but two cylinders, right in the early days of motoring, the latest product from the factory is of more than usual interest. Strange as it may appear, supercharged cars are more numerous than was the case in 1935. One British manufacturer shows a horizontally opposed 4-cylinder engine which goes to show that there is still a desire to break away from the orthodox, if by so doing some advantage is gained. Many engineers consider this type of engine has a great future in front of it.

Gear-boxes are rapidly losing their terrors, for I do not think there is a car at the Show which does not provide its driver with some form of easy change. The use of automatic clutches is definitely more universal, but perhaps in chassis design springing systems show the greatest advance. Independent suspension on all four wheels would appear to be the goal at which the majority of manufacturers are aiming. The exhibits at the Show give practical proof that before long the goal will be reached. Chassis design, or rather frame design, is worthy of study. Great strides have been made in the attempt to make the frame more rigid, yet at the same time no heavier than before.

TWIXT MOOR AND SEA: A view of the Countisbury Road with Lynton Hill in the background

I have mentioned at the beginning of this page that if the visitor conscientiously walks down every aisle seven miles will have been covered. Obviously the great majority of people will have little inclination to take such a walk in one day, particularly when there is a roof overhead. The obvious thing, therefore, is to shorten the distance covered or take a longer time over the walk. As the Exhibition is so full of exhibits having a terrific appeal to the average motorist I certainly would not recommend making the seven-mile walk any shorter. On the contrary I seriously suggest that everyone contemplating a visit to Olympia should definitely allocate two days for this purpose.

THE CAR PARADE OF 1937

A Review of the Principal Stands at the Olympia Motor Show

By A. PERCY BRADLEY, M.I.A.E., A.M.I.Mech.E.

BENTLEY — The 3½-litre model which differs from the 4¼-litre type only in regard to engine capacity

DAIMLER

A number of carefully chosen improvements in Daimler cars were announced about two months ago, but the products for the coming season follow closely upon the very successful programme of last year. The Fifteen has been increased in engine capacity to 16·2 h.p., and the car has a wider track than before. Magna-type wheels and all-chromium bumpers are other improvements, but the price of the car has been unaltered. New body designs, however, have made their appearance and a clever idea is a combination of leather and cloth upholstery. Cloth in the centre gives warmth and is more friendly to the clothes. Leather at the sides is less quickly soiled and also facilitates the action of leaving the car, because one can slide over its surface, whereas all cloth would have a much greater frictional resistance.

All the Daimler range from the 15 h.p. to the 32 h.p., are fitted with 6- or 8-cylinder engines. Two Fifteens and two Light Twenties will be on the stand at Olympia. The sports saloons are most attractive, and the smaller of the two costs only £475. The 8-cylinder cars, including the big 32-h.p. model 851 with Hooper coachwork, range in price from £995 to £1,510. They are not only luxury vehicles from the viewpoint of coachwork comfort and elegance, but capable of really fast work on the road. The Light Straight Eight, for example, which is shown as a sports saloon finished in two shades of green has a 90 m.p.h. performance.

The Daimler light limousine model 801 has been introduced more recently, and with a 6-cylinder engine rated at 23·8 h.p. it has been specially designed to accommodate roomy coachwork. The example shown has a seven-seater body by Daimlers, and although it has a luxury specification both as to coachwork and chassis refinement, the complete price is as low as £795.

All Daimlers have of course the patent fluid-flywheel transmission system which has been adopted exclusively throughout the Lanchester, Daimler, and B.S.A. range for several years.

M.G. — The T series 2-seater which combines speed with safety and yet maintains such gracefully sporting lines

BENTLEY.—Pride of place on the Bentley stand has been given to the 4¼-litre model, three out of the four cars displayed having this larger engine, but a very elegant example of the original 3½-litre with a Park Ward saloon body is present.

The chassis of the 3½-litre and 4¼-litre Bentley differ only in regard to engine capacity, the smaller of the two being rated at 25·3 h.p. and the bigger brother at 29·4 h.p. There is a corresponding difference in road performance, the already famous capacity of the original model for swift but silent acceleration and sustained high cruising speed being magnified and making the Bentley as a marque even more unchallengeable as the world's finest sports car. All that is dignified in the Rolls-Royce has been inbred in the Bentley. The unique sporting characteristics of the immediate post-war series of Bentleys and those that followed until they were invincible in long distance endurance contests have not been sacrificed. The perfect material has been tailored in a more exclusive manner and the result is probably the acme of perfection in as far as modern engineering science has been able to translate it.

The price of the 3½-litre on the stand is £1,479, and the two other Park Ward models, which take the form of a 4¼-litre saloon and a 4¼-litre drop-head coupé cost £1,529 and £1,554 respectively.

Bodywork by Vanden Plas is used for the open sports tourer, which is a very beautiful car with ivory finish and green leather upholstery. Its price is £1,440.

During a visit to the Coachwork Section it will be noticed that many of the more famous coachbuilders have selected the Bentley chassis for their display models. The price of the smaller engined chassis is £1,100 or £1,150 with the 4¼-litre power unit. To study these various exhibits must be to admit that beauty of line harmonised with mechanical well-being produces the perfect product where sporting cars are concerned.

M.G.—Undoubtedly one of the most interesting exhibits on the M.G. Stand is the new 1½-litre model. Few manufacturers have done more than the M.G. Car Company to use a successful racing career to influence the design of a product. This new model has been introduced to meet the demands for a high performance quality car with more accommodation and power than the M.G. Midget but which is less expensive in initial cost and upkeep than the M.G. 2-litre. It is offered with three styles of coachwork, Open Four-Seater, Four-door Saloon and Tickford Folding Head Foursome. The open model has been designed primarily to appeal to the sporting motorist needing accommodation for four people since the M.G. Midget is offered for sale in two-seater form only. In many respects the 1½-litre follows the design of the M.G. Midget and in spite of the added weight, the engine has ample extra power to give a turn of speed and acceleration similar to the M.G. Midget. The four-door saloon coachwork is of ample size and will accommodate four persons comfortably. The seats are placed within the wheel-base, and the forward position of the rear seats has made possible a really spacious luggage compartment. Other features of the saloon include flush-fitting windscreen with single central control, winding windows for all four doors, no-draught ventilation windows at the rear, aluminium panels where practicable to give a lighter body, concealed door hinges, and Triplex safety glass. The dual purpose Tickford four-seater coachwork by Salmons and Sons, similar in specification to that supplied for the 2-litre chassis, is available on the 1½ litre. Other details include box-sectioned and centre-braced chassis, brake torque reaction cables on front axle, remote gear control with reverse stop, group nipple chassis lubrication, thermostatically controlled cooling, extra large oil-controlled shock absorbers, and anti-roll stabilised spring shackles. Prices, ex-works, are as follows—chassis, £215; four-seater, £280; saloon, £325.

Other M.G. models on view are the M.G. Midget series T in two-seater form only, price complete as shown £222, and the M.G. 2-litre which was introduced last year. Many improvements have been made in the 2-litre such as, single combined fog and pass light centrally mounted, synchro-mesh gearbox with silent ground gears in place of the crash type box, improved design of remote control, instantaneously adjustable steering column, remote silent drive for the twin screen wipers, built-in interior-lit rear number plate, quick release filler cap for the petrol tank and a re-designed heat and fume resisting bulkhead behind the engine. These improvements have necessitated increasing the price slightly in the case of the four-door Saloon and the Tourer but the price of the Folding Head Foursome remains the same. Prices now are four-door Saloon £389, Tourer £385 and the Folding Head Foursome £398, ex works.

FORD — The Lincoln Zephyr, the streamlining of which does not impair the vision of the driver nor the comfort of the passengers

AUSTIN.—A comprehensive range of Austin exhibits is to be found on three stands and includes not only complete cars, but striking chassis and mechanical exhibits, and a range of marine engines. On the main Austin Stand, No. 107, there are nine Austin cars. Of these the Goodwood Fourteen is undoubtedly of paramount interest and, in fact, in anticipation of its popularity, two Goodwood models are shown. The Goodwood, which sells at the remarkably low price of £235, has distinguished bodywork of all steel construction and is sound insulated throughout and, among other refinements, its engine is rubber mounted. Next in point of interest is the Ten, of which two types appear, one being the attractive Cambridge saloon and the other a new cabriolet known as the Conway.

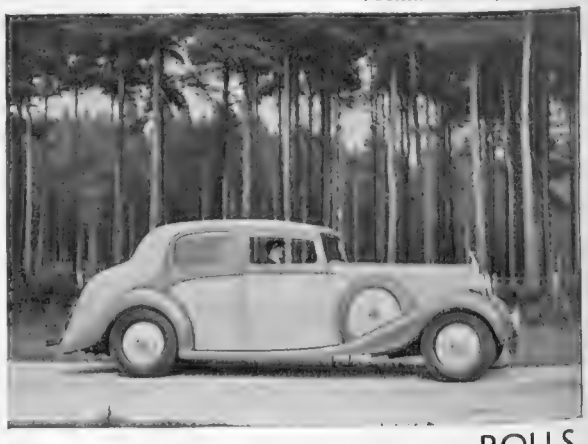
The ever-popular Seven which is proving an outstanding attraction on Stand 107 — AUSTIN

This model is the very latest Austin product and follows the same general proportions as the saloon, having equally generous interior room, and differs only in respect of its fabric head, which can be opened to its half or fully dropped position. It is listed at £182 10s. and the saloon costs £178 complete. The ever-popular Seven is represented by a new Ruby saloon and a Pearl Cabriolet. Both these models have the three-bearing crankshaft engine, which provides an exceptionally smooth performance at all speeds. Girling-type brakes are also included on the Seven to give highly effective retardation, and the saloon has new bodywork of improved appearance. The Seven saloon as exhibited costs £125 complete and the cabriolet £3 extra. Turning to some of the larger Austins, the New Ascot Twelve must not be forgotten. At £210, this 4-cylindered saloon is an outstanding example of British car value. Lastly, there are the Eighteen and Twenty. The former appears as a seven-seater saloon and is an ideal car for speed and performance, combined with comfort and ease of control. This model is priced at £328. The Twenty exhibit, a Mayfair limousine listed at £650, is the senior member of the Austin range at Olympia. Motorists interested in the mechanical design of the new Austin Fourteen are able to study the substantial and scientific build of this new Austin on Stand 185, where it is displayed as a working sectional chassis, cut away to show the most important engine and transmission features. The Ten chassis is also exhibited on this stand and a working sectional Hayes self-selector unit also appears.

ROLLS-ROYCE. — The Phantom III with its V-12 cylinder engine appeared for the first time at the last Olympia show. The then new car took the place of the 40–50 h.p. Phantom II and there has been no important change in the Rolls-Royce policy during the past twelve months. Three chassis types therefore comprise the Rolls-Royce range with the Phantom III as the largest, and with a 20–25 h.p., and a 25-30 h.p. each with 6-cylinder engines available for those lucky enough to be able to buy one of these cars but not desiring the £2,600 example

In cold print, a detailed chassis specification of the Phantom III conveys but little of the satisfaction that

(Continued on page 120)



The Phantom III type fitted with a superb body by Hooper and Company (Coachbuilders) finished in two pastel shades of grey — ROLLS-ROYCE

ROLLS-ROYCE

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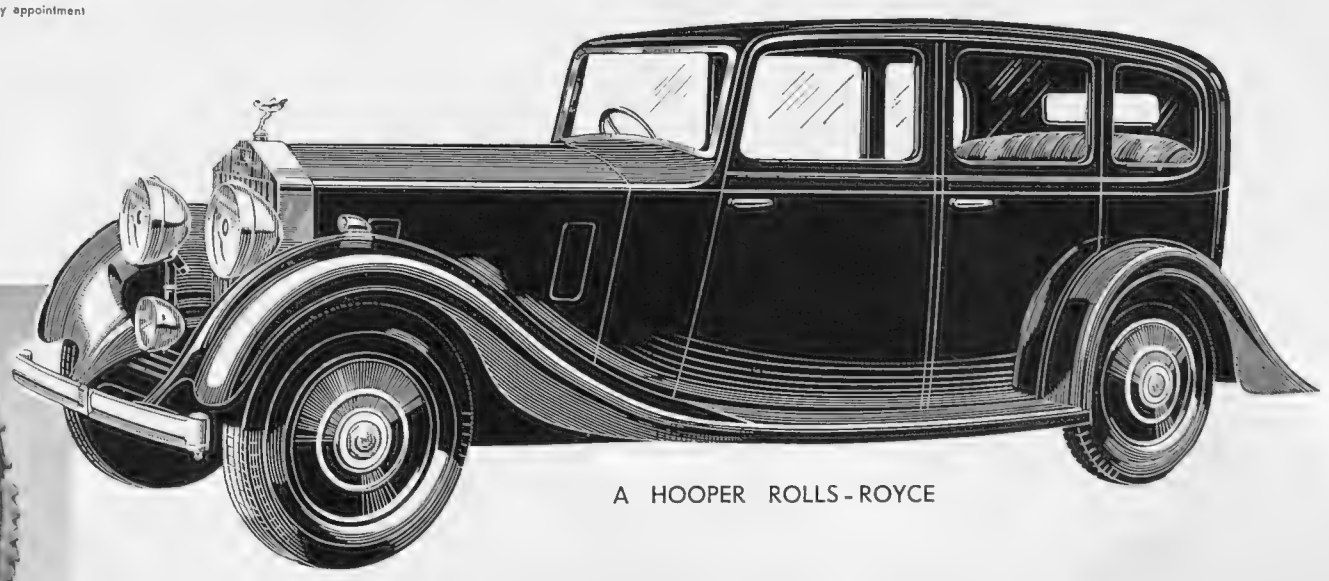

A HOOPER ROLLS-ROYCE

An Imperial 18th century Chinese red jasper carving of a dragon carp leaping out of a swirl of waves. Height 9 ins. Messrs. Spink & Son, Ltd.

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Kennington Service

THE CAR PARADE OF 1937

The Tour of the Olympia Stands

(Continued from page 118)

RILEY — The 9-h.p. Merlin saloon which immediately jumped into popularity on its introduction last year

either the automobile engineer or even the non-technical motorist would obtain from a close inspection of the real article. Sufficient therefore must it be to say that anything that tends to make a motor car better, be it in design, material, or craftsmanship, is already incorporated in the chassis of this latest Rolls-Royce.

Two 12-cylinder models are on the stand and as befits so fine a car the coachwork has been prepared by Hooper in the case of the seven-seater enclosed limousine, and by Barker in the five-seater touring limousine for which light green has been selected as exterior finish with green leather upholstery to tone. The prices of these cars are £2,605 and £2,650 respectively, the chassis in each case costing £1,900.

The chassis specifications of the two 6-cylinder Rolls-Royce models are identical except that the 25–30 h.p. has a 4¼-litre engine in place of the 3½-litre engine which obtains in the 20–25. In these cars no less than in the 12-cylinder, Rolls-Royce traditions are worthily upheld in every detail of the chassis. Of their type, they are unquestionably the finest cars obtainable fulfilling the purposes for which they were intended with that 100 per cent aspect which others may seek to copy but cannot quite reach.

Thrupp and Maberly bodywork on the one hand and Park-Ward coachwork for the 25–30 h.p. have resulted in superlative carriages, both of commanding appearance.

The Phantom III chassis has independent front-wheel suspension, and all Rolls-Royce models have a special mechanical servo-brake operation, which is an exclusive system under Rolls patents.

ROVER.—On stand 100 the Rover Company, Ltd., are exhibiting their range of 1937 models, and although there are no very great changes certain detail alterations have been made. It will be noticed that, with the exception of the Ten saloon, the bodywork range bears a strong family likeness. The saloons have six windows and the sports saloons have four. Both types are equipped with a generous-sized luggage compartment built in at the rear, and in the lid of this compartment is housed the spare wheel entirely enclosed and protected from dirt and wet, and the lid, when in the horizontal position, can be locked to provide a rigid platform for additional luggage. The body interiors are roomier and the finish and appointments all that can be desired. A newcomer to the range is the 16-h.p. 6-cylinder model, available as a saloon or a sports saloon, and another interesting model is the speed sports saloon, which follows the lines of the 16-h.p. sports saloon, but now has a single carburetter to its engine of 20 h.p. in place of the 14-h.p. engine with three carburetters. The Ten saloon has been given more attractive lines by redesigning the roof and rear panel contours, and a further improvement, making for easier access, is the hanging of the front door on a centre pillar. The frontal appearance of the remainder of the range is slightly altered from the 1936 models by mounting the front wings higher up the side of the radiator. Many well-known features are maintained, foremost amongst them being the free wheel which provides a perfectly simple and clutchless gear change in addition to being a very pleasant motoring adjunct. Automatic chassis lubrication, flexible engine mounting, Girling balanced mechanical brakes, harmonic stabiliser, ventilating wind-screen, and many others. The models exhibited include a very attractive Ten saloon in black and green at £248, a Twelve saloon in two shades of grey at £285, and a Twelve sports saloon in maroon and black at £295. On the Fourteen 6-cylinder chassis there is a saloon in maroon and black at £305, and a sports saloon in black and gold at £315. The new Sixteen is represented by a saloon in two shades of blue at £345, and a sports saloon in grey at £355.

RILEY.—The centres of attraction on the Riley stand are undoubtedly the new 9-h.p. Monaco, which has been re-introduced after a period of twelve months, and the new 1½ litre Falcon, which, although improved in appearance and performance has been reduced by £20. Another 9-h.p. model shown is the now popular Merlin saloon which was introduced last year. In the 1½ litre range there are examples of the Falcon and Adelphi saloons, the Lynx tourer, and, for real speed enthusiasts, the two-seater Sprite, which is in many respects a replica of the successful Riley racing cars. The 15-h.p. 6-cylinder chassis is shown, mounted with the characteristic Kestrel Aeroline coachwork, while the Eight-Ninety, the first British production model V 8, is represented with a very smart saloon body finished in translucent green. Two engine units are also exhibited, the Eight-Ninety, which is a source of considerable interest, and the new 1½ litre engine, in special series form.

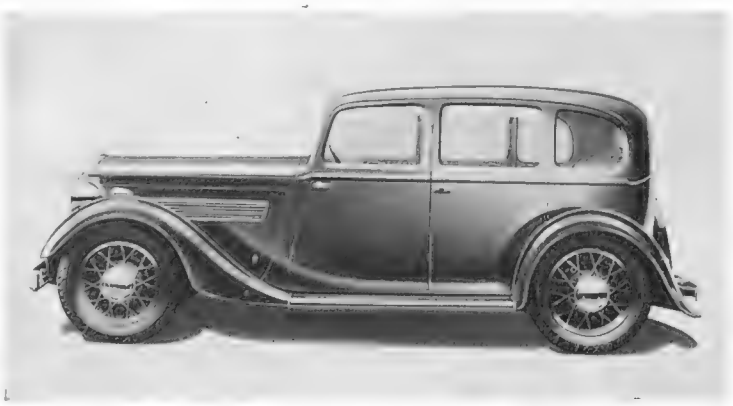
HILLMAN.—The ever-popular little Hillman Minx is to be found in no fewer than five models on the main Hillman stand. It is shown as a touring car de luxe and as such at its low price, it will find an interest amongst many people who still prefer open car motoring so long as it is accompanied with good all-weather equipment. This last point has received considerable attention in the case of the Minx.

Obviously more popular will be the safety saloon and the two de luxe saloon models. One of the latter is

HILLMAN — The Minx Magnificent which combines smartness and roominess which is rarely equalled by cars in its price class. The above saloon is priced at only £175

shown with sea-grey finish, pastel green upholstery and with fitted suitcases in the rear container. The remaining Minx exhibit is a foursome drop head coupé. This type of body is increasing in its appeal. It has the merit of looking attractive when opened, but it is extremely practical as a closed car. Usually associated only with higher price classes, this Minx will be certain to find favour with many visitors.

The remaining Hillmans are all 6-cylinder cars and include an example of the Hawk, shown as a sports saloon with sea-grey finish. The well-known Hillman Sixteen saloon de luxe is also on view, and there are two examples of the 80 model. This, the largest of the Hillman range, can provide roomy bodywork as instanced by the enclosed drive limousine on the stand. It is finished in blue, and has fawn cloth upholstery for the rear compartment.



ROVER — The Ten saloon which has the "feel" and the proportions of a car of much greater h.p. whilst its appearance is a credit to the manufacturers

MORRIS — The Ten saloon, one of the smartest cars in its class and certainly the cheapest

MORRIS.—Eight models are exhibited on the Morris stand No. 96, ranging in price from £120 for the 8-h.p. tourer to £335 for the 18-h.p. coupé. These are the series types which are being continued without any major alterations in specification. A point well worthy of mention is that Triplex glass is fitted to the screen and all windows of all models, including even the lowest priced fixed head types. The colour arrangement has been modified on all the Series II types by carrying the second colour from the waistline to the bottom of the panels, a point which considerably enhances the appearance of the cars. New features of particular interest since the Eight was first announced include a spring steering wheel, carburetter air silencer, fume exhaust pipe, and Spicer propeller shaft with needle bearing universal joints. To comply with the new Ministry of Transport regulations, all Eights are now fitted with dipping headlamps, bringing them into line with the other Morris types. The Tens and Twelves are the only cars of their type fitted with an inbuilt jacking system as standard. This addition to an otherwise complete specification is of the greatest value to the owner driver, facilitating the carrying out of those small but necessary details of maintenance, and reducing the time occupied to a minimum. The new Fourteen 6-cylinder model is a happy compromise between medium sized and large cars where initial outlay and running expense are concerned. Although seating five people in comfort, its tax is but £10 10s. while the insurance and running costs are also correspondingly low. In the really big car classes of 16, 18, 21 and 25 h.p. the Morris Sixes possess an appeal which is unusual in cars within their price range. The Sixteen saloon costs £250, the Twenty-five, £265, with fixed heads. Yet they are big cars in the broadest sense of the term, with accommodation of quite extraordinary dimensions and performance of a high degree. The interiors are now finished with attractive wood panelled instrument board and fillets. Visitors to the Show who are interested in mechanical matters, will no doubt make a special point of seeing the sectioned Eight and Ten chassis on stand No. 184.

FORD.—The complete range of Ford passenger cars is again shown, with a remarkable variety of other Ford products, at the Ford Motor Exhibition held at the Royal Albert Hall, which is now open until the 24th. The Ford exhibition is probably the most remarkable "one-make" motor show in the world, and is invariably a great attraction. Of leading interest in the Ford range is, of course, the new Ford V-8, which was introduced in September. Priced at only £210 in five-six-seater, four-door saloon form, this Dagenham-designed and manufactured Ford V-8 is undoubtedly among the outstanding new cars of the year. It is notable for its entirely new and distinctive lines, its spacious and well-equipped interior, and its fine performance. This new Ford V-8 does not, of course, displace its larger brother, which is available in a range of modern saloon and convertible bodywork.

The successful de luxe Ford (£7 10s. tax) is being continued without any radical alteration and no important changes have been made in the famous Ford £100 saloon. The Ford display at the Royal Albert Hall is more than an exhibition, it is an entertainment. There is an all-day musical programme, with special concerts during the afternoon and evening. "Lecturettes" lasting scarcely more than five minutes from start to finish are another novel feature of the Exhibition, and working demonstrations and glimpses of the remarkable features of the works at Dagenham provide many other attractions. This Ford Show is open from 10 a.m. to 10 p.m. daily, and the price of admission is 1s. 3d.

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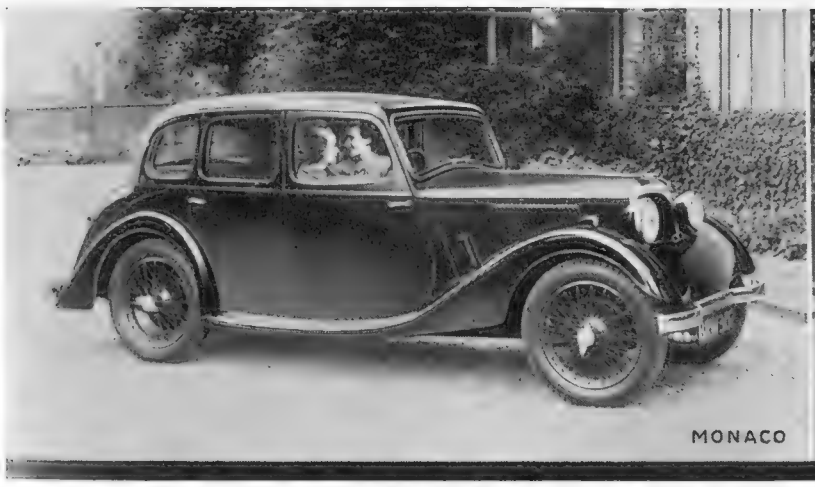
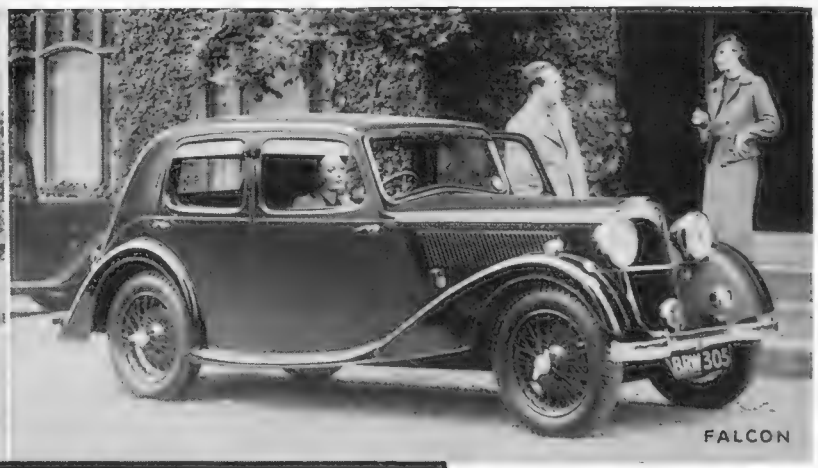

MONACO



FALCON

I WON'T HAVE THIS ONE, I WILL

If we're not careful there's going to be a lot of heart burning among Riley owners this year. The Monaco-ist will say, ''Wish I'd sprung the extra seventeen quid and had a Falcon, and a bit more of everything.'' The Falconer will say ''That Monaco would have done all I wanted for a bit less.''

So make up your mind very carefully and judge the cars side by side. There's £17 difference in price (one's a ''Nine'' and the other's a ''Twelve''). Falcon goes a bit faster, but uses a drop more doing it. Monaco's not so generous to the Tax Gatherers, but not quite so generous inside either.

You're getting cross, aren't you? ''Why make two anyway?'' says you, ''Models-for-Masses, Ltd., would take the best features of both and split the difference.''

That's all very well, but you don't know these Riley owners like we do. For instance, we make a car that does over eighty and doesn't look any different from a standard Kestrel. They even buy that! What are you to do with such people?

The Riley Range

9 h.p. Merlin Saloon	£275
9 h.p. Monaco Saloon	£298
1½ litre Falcon Saloon	£315
1½ litre Adelphi Saloon	£350
6 cyl. Adelphi Saloon	£380
8 cyl. Adelphi Saloon	£450
1½ litre Kestrel Saloon	£350

Dunlop Tyres and Triplex Glass

RILEY (Coventry) LTD. COVENTRY

THE CAR PARADE OF 1937

(Continued from page 120)

WOLSELEY.—The wide Wolseley range for 1937 embracing a variety of types from the 4-cylinder 10–40 h.p. up to the big 25 h.p., has just been further implemented by three new body styles which are making a first appearance at Olympia. The 25-h.p. and the 14–56-h.p. Salons de Ville have a style of bodywork which is representative of the latest fashion in coachwork, and they are finished in cellulose of a high standard and upholstered in special leather.

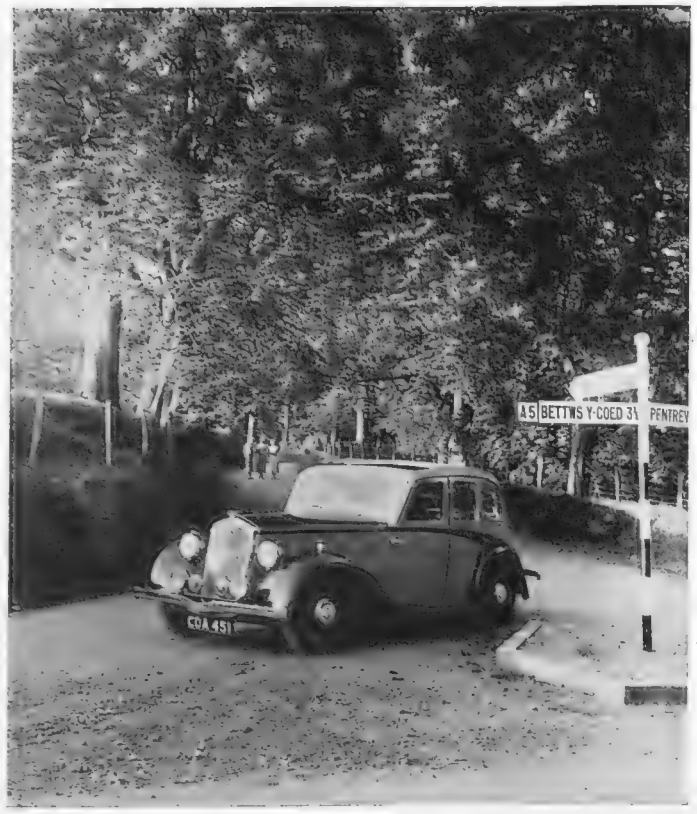
Careful attention has been paid to interior ventilation, and features of the new models are wide doors, ample head room, and a wide rear seat that can accommodate three persons with ease. The requirements of five persons in regard to luggage have been borne in mind, the capacious boot blending pleasantly enough into the imposing lines of the whole car. The prices of these two new cars are £425 for the 25 h.p. and £295 for the 14–56 h.p.

A sportsman's saloon on the 14–56 chassis is the third new addition to the range. It is entirely different from the salon de ville, being designed specially to fulfil the requirements of the person who wants the car more for fast touring with three or four passengers than for town use. It is, however, wealthily appointed and furnished with fine quality hide and many features of appeal to the owner driver. The price has been fixed at £425.

The standard 14–56-h.p. Wolseley was introduced earlier this year and at £265 is a most interesting car. It embodies the attributes of a full five-seater saloon with price and style adapted to the requirements of the family man, and also provides a car that has a lively road performance.

The 10–40-h.p. and 12-48-h.p. models at £220 and £225 respectively should certainly receive attention. They represent quality cars famous for economical and smooth running as well as requiring little enough money for their purchase.

The 16 h.p. as a saloon and a coupé, the latter at £395 are the next step in the range followed by the 21 h.p. and finally the big 25 h.p. This last mentioned super six develops over 100 b.h.p., and is available in saloon, limousine, and landaulet form. The salon de ville has already been mentioned in these notes and the most luxurious limousine which is best described as immaculate in every department costs £725.



WOLSELEY

The 14–56 h.p. Salon de Ville, a low, wide and roomy vehicle suitable both for long distance touring and for use as a high-class town carriage

HOOPER.—It is a pleasant thought indeed that British coachwork is still acknowledged the best in the world. Long years of competition have not robbed our craftsmen of their skill, and the advent of mass produced steel bodywork for the popular car of to-day has not lessened the demand for the high grade hand-made product. Hooper and Co. (Coachbuilders), Ltd., have always been at the head of their class, and an examination of their show cars reveals a clever blend of modern requirement with an old-fashioned craft. More beautiful cars it would be hard to find within Olympia, and there is a 4¼-litre Bentley painted black and upholstered in pigskin that will be certain to command the attention of visitors to the Show. This car was specially designed to the order of H.R.H. the Duke of Kent. It is well known that His Royal Highness prefers to drive himself, and that his interest in motoring is exceptionally keen. It may be taken for granted therefore that this Bentley represents the ideals of the owner-driver as well as conferring a maximum of comfort upon the passengers.

The Hooper sports saloon on a 25–30-h.p. Rolls-Royce chassis finished within and without in attractive shades of grey is another car that will conjure visions of smooth and swift travel down the long straight roads of the Continent that lead to sunshine and the South, or of pleasant enough journeyings about our English countryside. One could travel all day long in this comfortable saloon without getting fatigued.

The two other Hooper exhibits are larger cars, one a five-seater sedanca on a Rolls-Royce Phantom III 12-cylinder chassis, and the other a seven-seater limousine on a 32-h.p. Daimler. These two cars well repay a close inspection particularly to admire their woodwork as applied to interior furnishings. Note too, that the division behind the driver's seat on the Rolls-Royce and the rear blind are operated by electric motors.

It will be noticed that all four Hooper bodies have been designed for use with chassis that may be deemed the best obtainable. Rolls-Royce, Daimler, and Bentley when fitted with Hooper coachwork form a formidable trio.

STANDARD.—The 1937 Flying Standard range includes three entirely new models—the Flying Standard Nine, the Flying Standard Ten, and the Flying Standard Fourteen. The Standard Motor Company has long been renowned for the excellence of its 9-h.p. models, and this new Nine is well worthy of the reputation built up by its predecessors. The two-door all-steel body is beautifully proportioned, and has the handsome appearance of the larger Flying Standards. The spare wheel, instead of being housed in the luggage locker, is semi-recessed in the sloping rear panel. The car is a real four-seater, and by keeping the floor level low it has been possible to dispense with foot-wells in the rear compartment. Entry to the rear seats is practically unobstructed, due to the ingenious design of the front passenger seat, which swings bodily forwards at a touch, well out of the way. The new engine has a three-bearing crankshaft, and is fitted with a four-speed gear-box, with synchromesh mechanism on second, third, and top gears. With Triplex safety glass in all windows, a flush-fitting sunshine roof, 12-volt electrical equipment, "easy-clean wheels," and a side-jacking system, this Nine sells at £149.

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BUT **SHELL** *GETS YOU UP*

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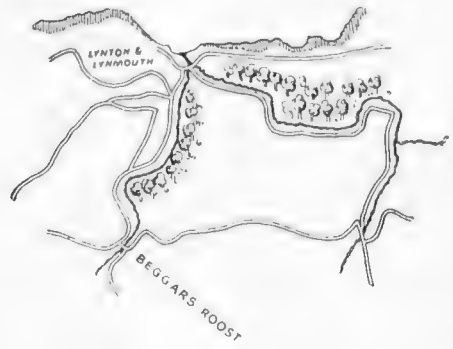

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The Model, 12 inches long, together with a numbered list of all the interesting features of the ship, is available in an attractive box, price **3/6**, postage and packing Inland, **9d.** extra. Elsewhere Abroad, **2/6** extra.

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There's Rest and Recreation in SOUTH AFRICA

WHILE Europe is beginning to button up its overcoat in preparation for the Winter, South Africa is revelling in the brightness of lovely summer days.

It is a sound idea to go there now and enjoy the bodily comfort of warmth and sunshine and the spiritual elevation that comes from visiting new scenes and seeing new customs.

In South Africa you will find abundant opportunity for favoured pastimes and pursuits. Golf, angling, riding, racing may be enjoyed under well-nigh perfect conditions and there is a host of new experiences to add zest to the day's pleasure.

A visit to South Africa is particularly opportune this year since the occasion of the Empire Exhibition in Johannesburg gives you the benefit of greatly reduced fares.

Full particulars may be obtained from the Travel Bureau, South Africa House, Trafalgar Square, London, W.C.2

SEE INDIA

"The changeless East." Street Barbers are common in Delhi, while a short way out is the old Fort, dating from the days of Sher Shah.

India's thousand and one sights are as colourful as fairy tales and as diverse as history itself. Nowhere does the magic of the past mingle more happily with the progress of the present, for you may enjoy India's riches amid comfort and luxury.

Spanning India is a mighty railway system, one of the finest in the world, with trains more roomy than those of other countries and sleeping berths for which there is no extra charge. Indian travel is not expensive. It will be a pleasure to supply you with full particulars.

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OLD WORLD FLORENCE: The approach to one of the stone-built bridges over the River Arno, with a flower seller's stall in the background. The city is an ideal place for wintering, particularly now that the Italian lira has been devalued

NOTES FROM NEAR AND FAR

Monte Carlo's Motor Rally —The Devalued Lira Provides a New Inducement for Going to Italy—Canada Caters for Motorists

RALLYING Round Monte Carlo.—It is good news that the Monte Carlo Motor Rally will be held as usual this winter, for the sixteenth year in succession. There were rumours that for one reason or another it might be abandoned, but these are now happily disproved. It is one of the high spots of the season, and arouses enormous interest down there. This year the competitors arrive on Saturday, January 30. There are some tests on the Sunday, a cocktail party given by the Municipality in honour of the competitors before lunch on the Monday, the Rally Ball at the Casino on Monday night, more tests on Tuesday, and the distribution of prizes on Wednesday. Five busy days!

Another popular Monte Carlo motoring event, the Round the Houses race, will be held next year at the beginning of August, it is announced, instead of at Easter, as it generally is.

Cheaper Italian Travel.—The Italian lira, it seems, is to stand at one hundred to the £ sterling, which means that the purchasing power of the pound will be almost double what it was a year ago. Furthermore, the devaluation of the French and Swiss currencies means cheaper fares to the Italian frontiers (cheaper by £2 or £3 on a second-class return ticket). The substantial concessions already in operation on the Italian railways themselves are to remain in force, and the prices of the hotel coupons issued by the National Federation of Hotels are not to be put up. All these things together constitute a fairly strong inducement to go again to Italy (or, for that matter, to go there for the first time), and those pleasant Mediterranean shores should see a large influx of English visitors during the coming months.

For Tourists Going to Canada.—A new and admirable arrangement is announced by the Canadian Pacific Railway by which motorists who want to have their cars with them for sightseeing purposes in the various localities they visit, but who want to avoid the long-distance drives inevitable in a country of the size of Canada, can have the cars sent by freight and delivered promptly at each particular destination. The cost is equal to one-and-a-third times the single 1st-class fare for the journey in question, provided the car-owner holds two 1st-class tickets covering the same route. At first sight this may appear slightly complicated, but it is simple enough, really, and should add greatly to the amenities of Canadian travel, once ambitious people get to know about it. The arrangement, moreover, will be valid not only between points in Canada, but also from Canada to the United States.

Winter Sports in Scandinavia.—Cheap tickets will be available this winter on the (London) Tilbury–Göteborg route to people undertaking an "inclusive tour" to one of the Swedish or Norwegian winter sports resorts. These "inclusive tours" involve booking your train and boat tickets and hotel coupons collectively, and spending on them £13 or over. The cheap tickets come into operation on December 30, and the return journey must be made within three months.

BURGUNDY—WHERE MEDIEVALISM LINGERS: An old tower at Cravant, and (*right*) the Place d'Eglise at Accolay; glimpses of two old villages in the Department of Yonne

These two drawings are the work of Harold Nelson who only recently returned from a visit to Accolay and neighbouring Cravant. The church at Accolay which he portrays in one of his pictures dates from the twelfth century and has a belfry reached by an outside staircase. The people of the district have a great liking for the English, whom they regard as an old ally, remembering the Battle of Cravant in 1423 when they fought side by side

ANSWERS TO CORRESPONDENTS

The following is a selection from recent replies sent to readers who have addressed queries to "The Sphere" Travel Bureau. Every letter is, of course, answered individually, and we publish these particular examples as being of interest to prospective travellers generally.

Escape from Winter: Some more suggestions.—Madeira enjoys a delightful climate the whole year round and the average temperature for January which is the coldest month, is 61 deg. Fah. There are a British Club and an English Church in Funchal. The best hotel, Reid's, charges about £1 per day, the Savoy about 16s., and the Bella Vista which is also very comfortable about 12s. 6d. per day.

Under separate cover we have sent you lists of sailings; you will find the Elder Dempster Lines very comfortable.

You might care to spend part of your holiday in the Canaries. Puerto Orotava, situated on the north-west side of Teneriffe, is a favourite resort of English people. Bathing both there and at Funchal is indulged in the whole year round. There is also an English Club at Orotava. The two leading hotels, the Grand Taoro and the Martianez, which is somewhat smaller, charge about 15s. per day. There is also a very comfortable pension, the Pension Thompson, which charges about 6s. per day. From Orotava you could make excursions into the surrounding country, but this could not be done from Funchal as it is very cold in the hills.

Your objection to the South of France is now ruled out, since the fall of the franc, and you would be able to stay longer there on the figure you mention. You would not, however, find it as warm as Madeira and the Canaries.

Cyprus.—We enclose some literature on Cyprus giving useful and interesting information. Cyprus compares very favourably with other winter resorts. To about the middle of December the climate is ideal; between the middle of December and the end of February there are many bright, sunny days, though as this is the winter there are sometimes bitter winds; these are, however, infrequent. From the beginning of March to the end of May the weather is usually very good indeed.

It is a beautiful island and there is plenty to do and see. It would probably be better for you to stay in Nicosia, visiting the rest of Cyprus from this centre.

Sunshine Outside Europe.—New Zealand is really beautiful and has a temperate climate. It would be better to go to Auckland and tour the surrounding country. The New Zealand Government arrange excellent itineraries and offer their services to the tourist free of charge. We do not think it would be possible to "do" everything for £1 per head; the figure would be nearer £2 per head. We have, however, sent you under separate cover literature giving details of the cost of living, fares, sailings, etc., and if you decide to go there we suggest you ask the New Zealand High Commissioner's Office, 415, Strand, W.C.2, to arrange an itinerary for you.

The climate of South Africa is considerably warmer than that of New Zealand, though you would of course arrive for New Zealand's summer. There are excellent services to Cape Town and also to Durban, which you would probably prefer. There is all the year round bathing at Durban, and many interesting excursions may be made into the surrounding country.

The 1st class return fare from England to Cape Town is £118 6s., and 2nd class £84 12s., by the Union-Castle Line. The cheapest return fare between Southampton and Durban, 2nd class, is £67.

There is also an Italian line which does the round trip; 1st class fare £73, and tourist £30. The boats are very comfortable indeed, but you would have to pick up this service at Marseilles or Gibraltar; we recommend the latter port, travelling from London to Gibraltar by P. and O., British-Indian, or Orient line. The 1st class fare is approximately £14. The Union-Castle also run a service, 1st class only, £10.

IN THE LAND OF FJORDS: Balholm, a beautifully situated resort near the mouth of the Essefjord, some seventy miles north-east of Bergen. Its towering peaks, well-wooded environs and magnificent views give it an attraction at all seasons of the year

. . . under a lucky star

Something happy-go-lucky and very agreeable about the Riposo . . . pleased and happy visitors, its cheerful, artistic decorations and furnishings, its happily chosen menus, its very willing staff. Situated away from all crowds and traffic, yet within immediate reach of the amenities and amusements of Bexhill. Adjoins an 18-hole Golf Course. Dancing. Running water, central heating and telephone in every bedroom. Special Residential Terms. Further information with pleasure from the management.

HOTEL RIPOSO, BEXHILL

Telephone 472. Telegrams: "Riposo, Bexhill."

Proprietors: BRAY ASSOCIATED HOTELS, LTD.

Canford Cliffs Hotel **BOURNEMOUTH**

What a lovely hotel! *Brochure on request*

NEWHAVEN COURT HOTEL, CROMER

Telephone 245 *Telegrams "Health, Cromer"*

Situated in 12 acres of Private Grounds. Day and night Tennis in famous covered courts, resident coach. Adjacent:—Riding, Golf, Shooting. Central Heating; running H. & C. in bedrooms.

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A.A. R.A.C. Quiet position adjoining Pleasure Gardens. Lift all floors. Softened Water. Garage 100 yards. Private Suites and Rooms with Bath Room attached.

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A lovely home for winter

A beautiful country house, warm, cheerful, friendly . . . standing in its own gardens and 30 acres of grounds. Almost famous for its hot water and efficient central heating. Coal fires and radiators in the public rooms. Ten minutes by bus to Guildford—40 minutes from there by train to London. A charming countryside full of sporting and social amenities. Covered Squash Court. Hard Tennis Court. Billiard Room. Bramley Golf Course (18 holes) adjoining the grounds. Garage. Exquisite food—fruit and vegetables from the garden, poultry and eggs from the local farmers—and a really comfortably furnished hotel to cheer the winter . . . at terms most moderate. Illustrated literature with pleasure.

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Telephone: Bramley 195-6
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FREE GOLF ON PRIVATE 18-HOLE COURSE (6,361 yds.) IN OWN PARK OF 230 ACRES.

Full en pension with free service to station, magnificent solarium, billiards, tennis, dancing, squash rackets, electric gymnasium, all free. Riding. The ideal residence where congenial company and country house atmosphere can always be found. Hot and cold water, telephone and radiator in every room. Numerous suites and rooms with private baths.

Illustrated brochure on request.

In Quest o

Value for Money at Bramle Hotel for

THE South of England is getting so built up that it is in the nature of a surprise to come upon tracts of country which are absolutely unspoilt. And when these tracts are within forty minutes by train from Waterloo it is time to investigate.

Bramley still presents a truly rural scene; it is a few miles out of Guildford on the Horsham road. Beautifully tucked away in its own estate of thirty acres, Bramley Grange Hotel seems to me an ideal place of sojourn during the coming winter.

What are the essentials of a winter residence? First, I should say, warmth. Secondly, comfort. Thirdly, good food; and lastly, something to do, both on the spot and farther afield. Bramley Grange can fairly be said to excel in each of these categories.

Mrs. Shrubsall, the resident managing director, is an enthusiast and connoisseur. Her accountants accuse her of philanthropy and a soft heart! But Mrs. Shrubsall realises that the recommendations of enthusiastic visitors are worth more to her than a few shillings saved in the kitchen.

The central heating *heats* at Bramley Grange. On the other hand the hotel is never stuffy. When the visitors are at lunch or dinner every window in the lounge is flung open, even if the temperature is below zero. The same thing occurs after meals in the dining room—with the result that the hotel is filled with fresh air straight off the countryside, quickly warmed up by coal fires and radiators. What can air-conditioning do to compare with that?

Comfort in abundance! Every bedroom has box-spring beds with Vi-spring or hair mattresses on top. Running water, central heating and gas fires, and (in most of them) telephones are the standard equipment. Nicely chosen curtains, carpets and covers, some lovely walnut furniture, and a view on to the gardens are further attractions. There is ample bathroom accommodation and a number of self-contained suites comprising a double bedroom, sitting room and private bathroom etc. Double rooms with private bathroom are also available.

Downstairs a large, cheerful lounge, a billiard room (with first-class billiard table) and card room.

Good food is a very strong point at Bramley Grange. Extensive kitchen gardens and greenhouses yield a constant supply of fresh vegetables and fruit, and the hotel uses as much local produce in the shape of eggs, cream, milk, etc., as possible.

Mrs. Shrubsall holds that food is an hotel's best advertisement and although my professional activities would be somewhat curtailed if this were so, I am bound to admit the partial truth of it. The dinner which I enjoyed one night last week would certainly act as

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Situated centrally in the West End, overlooking Gardens, and within a few minutes of Victoria Station, Hyde Park and Piccadilly. Private suites. Bedrooms with private bathrooms and toilets. Telephone in all rooms. Renowned for Cuisine and Service.

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Hot and cold water. Garage. Private Pier. Craft of all kinds for hire. Enquiries to S. P. TOWSE. *'Phone 440.*

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Bath.—Pulteney Hotel. Tel. 3281, 3282, 3283.
Bath.—Grand Pump Room Hotel. Tel. 3266.
Bath.—Lansdown Grove Hotel. Tel. 3235-6.
Bexhill-on-Sea.—Granville Hotel. Tel. 1437.
Bexhill-on-Sea.—Riposo Hotel.
Blackpool.—The Headlands. A.A. and R.A.C.
Bournemouth.—Canford Cliffs Hotel.
Bournemouth.—Bourne Hall Hotel. Tel. 5.
Brighton.—Royal Crescent Hotel. Tel. 4171.
Brighton (Rottingdean).—Tudor Close Hotel.
Cromer.—Newhaven Court Hotel.
Droitwich Spa.—Raven Hotel. Tel. 50.
Eastbourne.—The Hydro Hotel.
Evesham.—Mansion House Hotel.
Exmouth.—Imperial Hotel.
Falmouth.—Greenbank Hotel.
Folkestone.—Princes' Hotel.
Godalming.—The Lake Hotel.
Guildford.—Bramley Grange Hotel.
Harrogate.—The Cairn Hydro. Tel. 4005.
Hastings.—Queen's Hotel. Tel. 201.
Hastings.—Albany Hotel. Tel. 701 and 702.
Keswick, English Lakes.—The Borrowdale
Keswick, English Lakes.—Royal Oak Hote
Leatherhead.—The Red House Hotel.
Littlehampton.—Southlands Private Hotel
Llandrindod Wells.—Pump House Hotel.
Llandudno.—Imperial Hotel. Tel. 6206.
Llandudno.—St. George's Hotel.
Lyme Regis.—Hotel Alexandra. Tel. 10.
Lyndhurst (Hants.).—Holmfield Hotel.
Manchester.—Bowdon Hydro.
Reading.—Upcross Hotel. (Thames two mi
Sanderstead (Surrey).—Selsdon Park Hote
Sidmouth.—Victoria Hotel.

Good Hotels

By ASHLEY COURTENAY

Grange—An Ideal Country Winter Sojourn

a reminder and incentive to make a considerable detour when next in the district.

Good food makes it imperative for one to be up and doing unless one is to be put on a diet of fruit juice and Ryvita. Fortunately there is plenty to do at Bramley Grange. First the grounds—acres of lovely gardens and lawns, abounding in evergreen shrubs—a delight to walk in at all times of the year, be it on an afternoon in autumn or a frosty winter morning. Even the swimming pool and its sylvan enclosure is a delight to look upon in its winter mood. The garden bends up over a wide paddock to a fir-topped knoll, and beyond that the rolling panorama of the Surrey hills.

Within the hotel billiards and a recreation room give its visitors, old and young, a chance to show their prowess. In the hotel grounds there are a 9-hole putting course, covered squash court (free to residents), hard tennis court, etc. Adjoining the grounds lies Bramley Golf Club—a private path from the hotel leading out on to the 17th tee. Hotel visitors can become temporary members at a very reduced fee, inclusive of week-end play. There is excellent riding country in the neighbourhood.

Ten minutes by bus, which stops at the hotel gate, takes you to Guildford. Here there are excellent shops and first-class cinemas. If you are wanting something to do, I know of few places where there is a more pleasant atmosphere of general activity and of something going on all the time.

Communication between Guildford and London by non-stop trains is almost a matter of records—in fact a mere forty minutes. During the morning and evening there is a succession of fast trains.

Lastly, you must meet Harry, the hall porter, an institution dating back some eighteen years. With slow precision Harry will thank you for your enquiry after his health and inform you that he is "Very well, thank you, sur." And, although he has a certain casual nonchalance, he will remember your favourite morning paper and all your likes and dislikes, even over a score of years.

One final word—you can stay at Bramley Grange for as little as 3½ guineas a week, inclusive of coffee and afternoon tea, and there are no "extras" of any kind. Bramley Grange offers undoubtedly one of the best propositions for winter residence and in hotel value generally that I have come across for a long time.

Mr. Ashley Courtenay is always pleased to advise "Sphere" readers of hotels, both large and small, known to him personally. Letters should be addressed to him c/o the Editor of THE SPHERE, *32, St. Bride Street, E.C.4.*

ROYAL YORK HOTEL SIDMOUTH
DUE SOUTH ASPECT SEA FRONT
FULLY LICENSED. H. & C. Water and Radiators all Bedrooms.
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Lift. Moderate and Inclusive. No extras. 'Phone 43.

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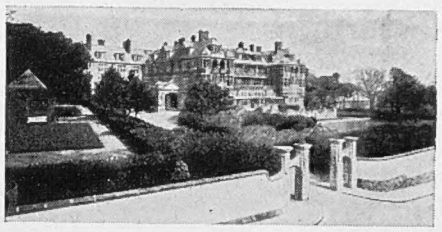
First-class, overlooking Sea, Marine Shelter. Running Water and Radiators in all Bedrooms.

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Overlooking TORBAY

Winter Terms from 3½ gns. weekly.
Sheltered position. Enchanting gardens running down to the sea (3 acres of them!). 30 sunny bedrooms—each bed fitted with Vi-spring mattress. (Private terraces to first-floor rooms.) H. & C. water, central heating radiators, electric fires all bedrooms. Best English cooking (special diets if required). Vita-glass sun lounge. Covered verandah. Garage. Tennis (hard court). Medical baths and pier one minute. Write for Illustrated Brochure to—
Mrs. A. R. Bagley, *Resident Managing Director.*
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THE TORQUAY HYDRO HOTEL
(FULLY LICENSED)
Magnificently placed on the cliffs at Daddyhole Plain, is world-famous for its quiet dignity and efficiency; it provides that delightful atmosphere of tone which embraces artistic surroundings and the connoisseur's need—"PERFECT SERVICE."
Removed from all traffic and noise, it is within easy distance of Medical and Swimming Baths.
SPECIAL DIET PROVIDED IF REQUIRED.
Hard Tennis Courts and Croquet Lawns. Two excellent Golf Courses near. Garage. Tel. 2207

"TORQUAY 2234, please"
It's as simple as that to escape from your worries and responsibilities to take that much-needed rest and change. The GRAND HOTEL offers you supreme comfort, perfect individual service and as fine a cuisine as the most critical could wish for.
Everything is inclusive—even golf, tennis, squash and dancing—everything you need to charm and cheer.

HERE IS THE CHANGE YOU NEED
Write or put through a call—Torquay 2234

THE SPA HOTEL
TUNBRIDGE WELLS

400 ft. up, facing the sun and the South. Situated in a veritable land of promise; historical buildings, scenic beauty, forest and downland; the immediate surround consists of 60 acres of park-land, and a sporting golf course. The Hotel? First class; a choice of 85 rooms and suites. Cooking and service of a high degree of excellence. Before deciding on your Autumn holiday or Winter residence, write or telephone S. Hancock, Director, for Tariff.
Tunbridge Wells 1911.

WESTCLIFF-ON-SEA Essex
The Londoner's Popular Health Resort. Highly Recommended by the Medical Profession. Specially suitable for City Gentlemen and Residents. Good Golf Courses within Easy Reach.
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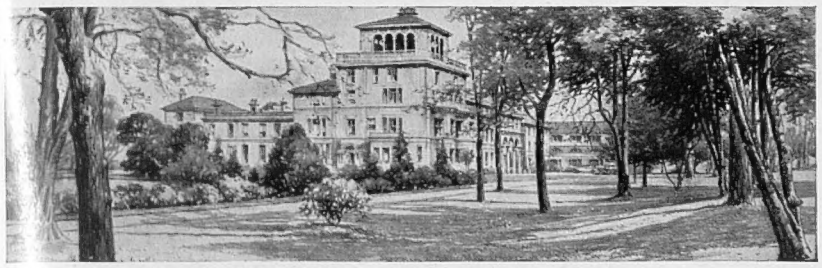
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CONTINUATIONS

CIVIL AIR ARMADAS

(Continued from page 98)

In Europe Germany's Deutsche Luft-hansa was the pioneer of standardisation, and the majority of its machines have come from the Junkers works. Germany it is, of course, that is proving the reliability and economy of heavy oil engines. The Dornier Do-18, which has been built for the transatlantic service, is fitted with engines of this type.

The K.L.M., Holland's only regular air transport company, which has always accepted the principle of uniformity, is now supplied only by the Fokker and Douglas works. Her original fleet, which consisted mainly of Fokker machines, is now being largely replaced by the Douglas types. On June 30, fifteen Douglas DC-2 were registered in her name.

Air France, which owns 118 machines, has a difficult task ahead of her if she is to obtain uniformity in her fleet. Not only has this company inherited from its various constituent companies a varied collection of types, but machines at present being tested or built for it appear to make no contribution to the ideal, from an economic point of view, of standardisation.

Nigel Tangye

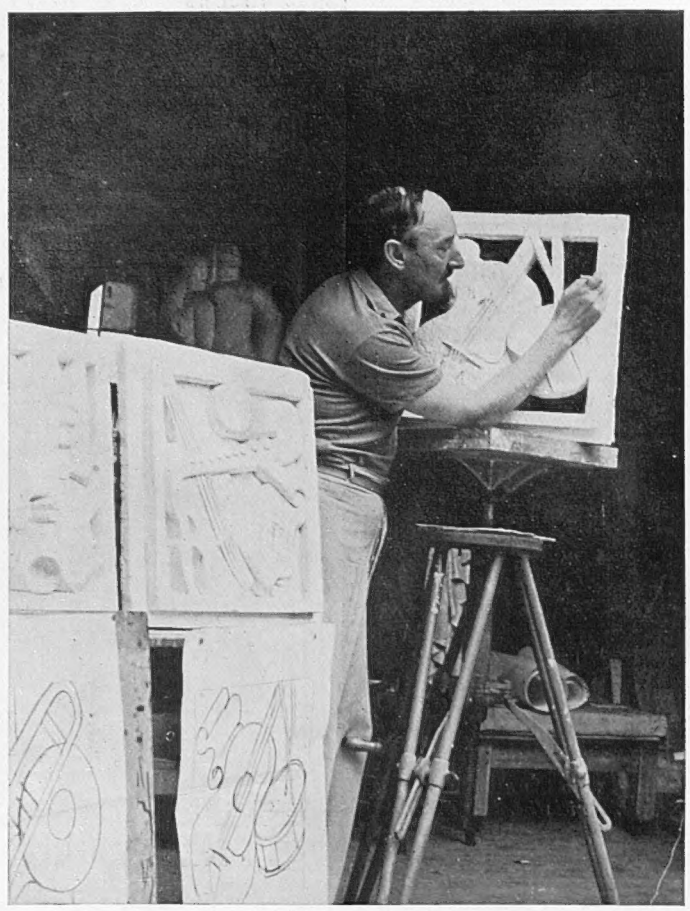
THE FIRST AUTOBIOGRAPHY

(Continued from page 96)

to God that she may not demean herself before the aloofness of these people by giving way to sea-sickness, and her prayer is granted.

While others on the ship were "casting full boisterously and uncleanly" she was able to minister to the widow, who had "most of that passion and that infirmity."

She has a final verbal bout in London, where she is seated at meat at the table of another wealthy London woman. There were evidently persons of quality present, and after the great feast they began talking of a famous woman suspected of Lollardism. Margery recognises that it is she herself they are describing, and proceeds to reveal the fact to them, declaring that she was "not guilty in this matter, God I take to record," at which the astonished company proceeded to apologise in polite fashion. The last words of her narrative bring her home to Lynn, where she has to make peace with her confessor, to whom she had not confided the project of her long journey.



On right—MODERN CINEMA DÉCOR: Frank Dobson, the well-known sculptor, at work on one of the thirty-six panels he is designing for the organ grille of the new Granada cinema built by Sidney L. Bernstein in Wandsworth Road. Each panel symbolises a different phase of music. Bernstein and Dobson became associated when helping to form the Film Society, and it is as a direct outcome of that association that the former is now for the first time introducing the latter's sculptural art into cinema decoration

PRIMITIVE VALENCIA

(Continued from page 107)

both typhoid and malaria. There were nine members of a family living in one of the barracas including both grandparents, but this is a small family compared with some. At the back of the house is the garden where vegetables are grown and poultry are kept. Often the oven is here. This is a feature of nearly every house. It is a conical structure of whitewashed baked mud. Dough and live coals are put inside, a wooden shutter closes the aperture, and the bread when ready is forked out at the end of a pole.

Nearly every peasant owns land and is almost entirely self-supporting. In spite of the fact that Valencia, the third largest and most important town in Spain, is only a few miles distant, modern methods of agriculture and transport are only just beginning to play an active part in their lives. Their poverty in most cases is extreme, and if the rice crop fails they can only live on what they fish and hunt. So the peasant lives on produce from his garden, poultry and water fowl which he shoots or kills by throwing stones from a sling. Some even use bows and arrows. The rice-fed rats are hunted at night with lanterns, dogs, and sticks. Swallows are caught with a pole which has a long, thin and very flexible iron rod attached. These birds are thrust on to hot coals and are eaten feathers and all. Fishing is done from flat-bottomed boats, as the canals are only 4 or 5 ft. deep. On a windy day triangular sails are used, and the boats in the distance look as if they were sailing on dry land.

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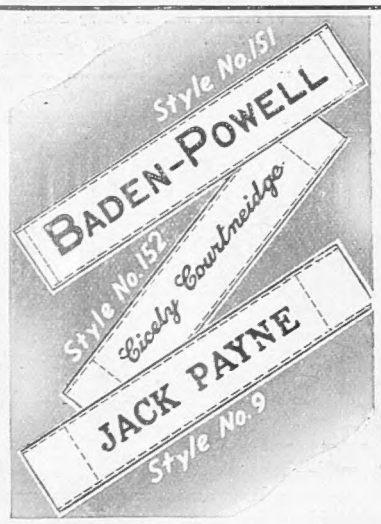

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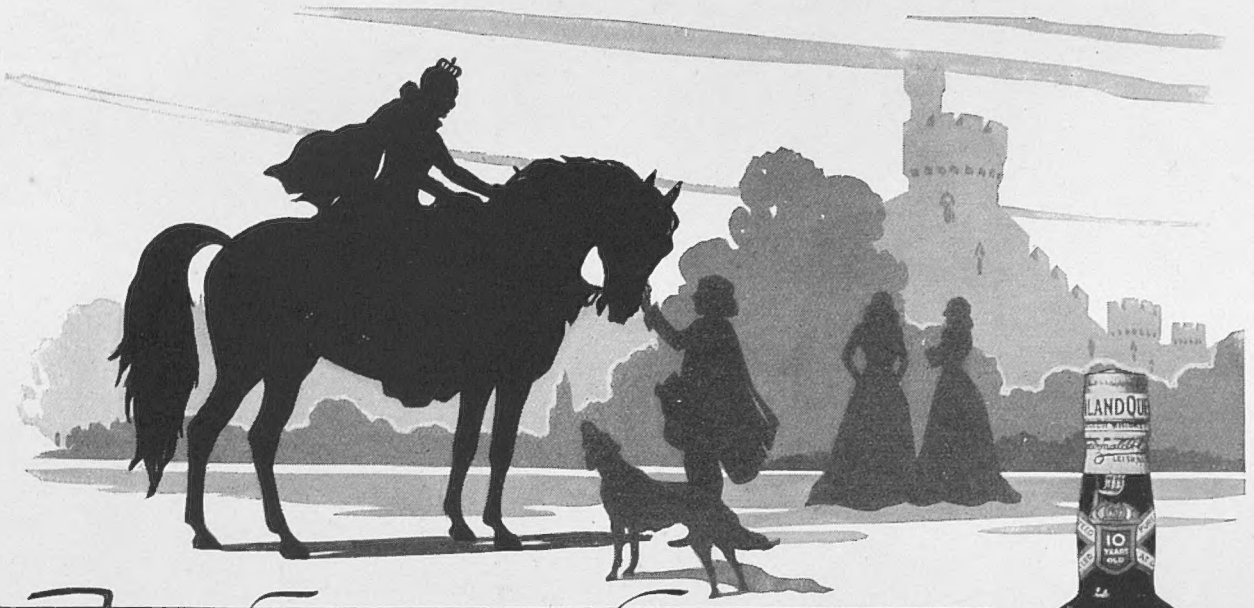

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